

Collection THE PAPERS OF

ANDREW HULL FOOTE

~~Series and/or~~ Container 20

Shelf/Accession No. \_\_\_\_\_

86-38 (rev 7/82)



20

566

Oct

Cost of building house

14

Warren Kimball

54 Troy N. Kimball

D. J. Kimball 720 Kent

Henry H. Canal

Seneca Falls

Ellis Matilda etc. 1000

at the Park, Seneca Falls

Springfield, N.Y.

Abstract Log of U. S. Ship  
H. Foote, - sailed from Norfolk, -  
India and China. -

Portsmouth, - Commander Andrew  
May 4<sup>th</sup> 1856, bound to the East

Month	Lat.	Long.	Course	Distance run.	Distance made good.	Wind	Speed of day.
May	36° 15'	74° 15'	E. 1/2 E.	125	90	N.E.	5 1/2
"	35° 30'	71° 05'	E. 1/2 S.	157	160	N.N.E.	6
"	35° 30'	69° 15'	East	129	90	S.E. 1/2 S.	6 1/2
"	37° 23'	67° 19'	N.E. 1/2 N.	122	145	S.E.	6 1/2
"	38° 38'	65° 35'	N.E. 1/2 E.	35	115	Variable	6 1/2
"	38° 30'	64° 35'	E. 1/2 N.	96	36	N.N.W.	6 1/2
"	38° 58'	61° 45'	E. 1/2 N.	183	145	N.	6 1/2
"	39° 15'	58° 30'	E. 1/2 N.	322	255	S.W.	6 1/2
"	39° 08'	58° 50'	E. 1/2 S.	181	172	S.W.	6 1/2
"	38° 30'	50° 28'	E. 1/2 S.	57	120	N.E.	6 1/2
"	37° 20'	48° 55'	E. 1/2 E.	152	110	S.N.E.	6 1/2
"	36° 46'	46° 55'	E. 1/2 S.	163	105	S.E.	6 1/2
"	34° 38'	40° 55'	S.E. 1/2 E.	241	230	N.N.W.	6 1/2
"	32° 03'	37° 46'	S.E.	192	222	N.N.W.	7 1/2
"	29° 38'	31° 20'	S.E. 1/2 E.	162	145	N.N.E.	6 1/2
Total distance				2092	2049	5 1/2 days from Norfolk.	

Remarks.

A heavy cyclone gale )

Month	Sat. in.	Song. in.	Course	Dist. run.	Dist. made good.	Wind	Wind of S.R.
10 May	20	26°48'	37°36'	198	168	E. by N.	72°
11 "	21	23°52'	37°10'	210	170	E. S. E.	75°
12 "	22	20°00'	36°58'	244	228	E. S. E.	75°
13 "	23	16°41'	36°20'	239	215	E. S. E.	76°
14 "	24	13°16'	35°57'	263	212	E.	76°
15 "	25	10°00'	34°29'	216	205	E. S. E.	79°
16 "	26	7°25'	33°00'	201	206	E. by S.	79°
17 "	27	5°14'	32°40'	80	105	E. by S.	78°
18 "	28	4°05'	32°30'	53	70	S. by E.	79°
19 "	29	3°15'	31°35'	117	73	N. N. E.	76°
20 "	30	2°49'	31°18'	75	30	S.	79°
21 "	31	1°44'	32°20'	87	83	S. S. E.	81°
22 June	1	0°36'	32°54'	136	78	S. E.	85°
23 "	2	1°20'	33°25'	138	120	E. S. E.	81°
24 "	3	2°30'	33°08'	112	70	E. by S.	79°
25 "	4	3°18'	33°19'	142	40	E. by S.	75°
26 "	5	3°15'	32°40'	157	43	S. by E.	80°
27 "	6	4°06'	32°43'	172	45	S. E.	81°
28 "	7	6°35'	32°33'	145	150	S. E.	80°
Total distance----				2993	2708		
				2057	2057		

Remarks.

Beat the American Clipper ship "Sword Fish" badly - having run her out of sight in 10 hours on our lee quarter.

Thirty-four days from Norfolk.

American Clipper  
"badly" having  
light in 10 hours  
the

for sale.

Month	Lat. in.	Long. in.	Course	Distance run	Distance made good	Wind	Bar. in.
June	8 7° 56'	34° 19'	S. by N.	123	105	S.S.E.	79°
"	9 9° 19'	34° 28'	S. by N.	173	85	S.S.E.	78°
"	10 12° 00'	35° 16'	S. by N.	175	170	S.E. by E.	79°
"	11 13° 56'	36° 06'	S. by N.	93	122	S.E. by E.	79°
"	12 14° 56'	36° 34'	S. by N.	128	62	S.E.	76°
"	13 16° 37'	37° 47'	S. by N. 1/2 N.	146	119	S.S.E.	76°
"	14 17° 25'	38° 09'	S. by N. 1/2 N.	140	60	S.E. by S.	72°
"	15 17° 55'	37° 44'	S. by S.	153	40	S.E.	73°
"	16 20° 41'	37° 43'	S.	197	165	S. by N.	74°
"	17 24° 06'	36° 34'	S. by E. 1/2 E.	199	211	S.S.E. by E.	70°
"	18 26° 48'	37° 13'	S. by N.	156	145	S.S.E.	67°
"	19 29° 26'	38° 08'	S. by N.	191	182	S.S.E.	65°
"	20 31° 45'	38° 08'	S.	139	140	E.	64°
"	21 33° 44'	37° 16'	S.S.E. by E.	79	100	N.E.	64°
"	22 33° 35'	35° 48'	S. by S. 1/2 S.	132	81	N. by E.	63°
"	23 34° 16'	32° 47'	S. by S. 1/2 S.	181	152	N.N.W.	63°
"	24 34° 53'	29° 30'	E. by S. 1/2 S.	210	185	N.N.W.	63°
"	25 35° 32'	25° 12'	S. by S. 1/2 S.	206	195	N.N.W.	62°
"	26 36° 13'	21° 31'	S. by S. 1/2 S.	209	195	S.W.	61°

Total distance

8,105 6.861

Remarks.

After sailing with the clipper ship 'Wild Boar' for five days, at last put her out of sight.

Winds unusually far South. I prefer the Coast of Africa passage.

Left three days from Norfolk.

with the Clipper  
i. for five days,  
out of sight.

ly. far South -  
th of Africa

Month.	Lat. in	Long in	Course	Distance run.	Distance made good	Wind	6.30
27 June	35° 21'	18° 42'	E. N. E.	97	135	E. N. E.	68
28 "	37° 05'	17° 45'	E. S. E.	129	114	E. S. E.	58
29 "	38° 24'	15° 17'	E. S. E.	185	140	N. N. E.	59
30 "	39° 39'	11° 42'	E. S. E.	222	180	N. E.	57
1 July	39° 45'	6° 39'	E. 1/4 S.	221	240	N. E. & N. S.	55
2 "	40° 21'	2° 23'	E. S. E.	159	180	N. E. & E.	53
3 "	40° 36'	0° 04'	E. S. E.	96	108	N. E.	53
4 "	41° 00'	2° 04'	E. S. E.	117	101	E. N. E.	50
5 "	41° 26'	4° 18'	E. S. 1/4 S.	80	100	N. E.	51
6 "	41° 36'	6° 15'	E. 1/4 S.	77	90	N. E. & N.	48
7 "	41° 49'	8° 41'	E. 1/4 S.	145	110	N. N. E.	48
8 "	41° 49'	12° 40'	E. 1/4 S.	224	180	N. N. E.	48
9 "	40° 40'	18° 00'	E. N. E. 1/2 E.	234	253	E. S. E.	43
10 "	40° 10'	22° 36'	E. S. E.	161	213	E. N. E.	47
11 "	40° 18'	26° 48'	E. 1/4 S.	176	293	N. N. E.	53
12 "	40° 40'	31° 18'	E. 1/2 S.	138	276	N. N. E.	55
13 "	40° 42'	34° 12'	E. 1/4 S.	148	183	N. E. & E.	52
14 "	41° 13'	39° 20'	E. 1/2 S.	257	340	N. E. & N.	58
15 "	41° 35'	45° 18'	E. 1/2 S.	238	277	N. E. & N.	58
Total distance.				3104	3263		
				17.209	10064		

Had a long conversation in  
Singapore with the Governor, in relation  
to the Salvage claim of an American  
ship on the Dutch barque "Helmintha Maria".  
Received Dr. Bradley on board,  
Super of the Treaty with Siam, and sailed  
for Bangkok on the 21<sup>st</sup> May.

long correspondence  
the Governor, in relation  
him of an American  
barque "Henrietta Maria".  
Dr. Bradley on board,  
with Peam, and sailed  
the 21<sup>st</sup> May.

# From Singapore to Siam.

Date	Lat Obs	Long Obs
1857. May 21 <sup>st</sup>		
" 22	3° 58' N	104° 47' East
" 23	6° 54	104° 01'
" 24 or 8	43	or 103° 47'
" 25	9° 31'	102° 57'
" 26	11° 24'	101° 55'
" 27		

While lying off Bangkok, pro-  
ceeded up the river in the King's Steamer  
with Dr. Bradley, bearer of the treaty. Quilt  
with the first and second Kings, the latter  
of whom, after our return to the ship, came  
down the river and spent two days on  
board.

ing off Bangkok, pro-  
the King's steamer  
er of the Treaty, since  
second Kings, the latter  
turns to the ship, and  
spent two days on

# From Sam to Hong Kong

Date	Lat. Obs.	Long. Chron.
1857 June 16 <sup>th</sup>		
17	12° 01' N	100° 31' East
18	9° 55'	101° 56'
19	8° 32'	103° 58'
20	8° 23'	107° 02'
21	10° 23'	109° 40'
22	12° 49'	112° 25'
23	15° 11'	113° 04'
24	17° 43'	113° 25'
25	19° 45'	113° 51'

Arrived in Hong Kong, June 26<sup>th</sup>,  
and sailed from thence July 2<sup>nd</sup> for  
Shanghai; but encountering a gale of  
wind in the Lymoon passage, we re-  
mained at anchor there until the 4<sup>th</sup>  
of July.



ing Hong, June 26<sup>th</sup>,  
thence July 2<sup>nd</sup> for  
countering a gale of  
our passage, we re-  
mained there until the 4<sup>th</sup>.

From Hong Kong to Shanghai

Date	Lat obs	Long Chron
1857 July 4 <sup>th</sup>		
5	22° 20' N	115° 19' East
6	22° 25'	116° 22'
7	22° 35'	116° 50'
8	23° 56'	118° 36'
9	26° 04'	121° 03'
10	27° 11'	122° 30'
11	28°	Obs <sup>d</sup>
12		

July 12<sup>th</sup> Took a pilot: ran up  
the Yang-tze river and anchored  
off the Woosung on the 13<sup>th</sup> July.  
Towed up to Shanghai by Steamer  
"Chester" on the 14<sup>th</sup> July.

While in Shanghai, went into  
dry dock.

Left Shanghai on 22<sup>nd</sup> August, be-  
ing towed down the river by Steamer  
"Meteor", for Simoda and Hakodadi  
in Japan.

Took a pilot: ran up  
river and anchored  
on the 13<sup>th</sup> July.  
to Shanghai by Steamer  
14<sup>th</sup> July.

Shanghai, went into

Shanghai on 22<sup>nd</sup> August, be-  
hind the river by Steamer  
Simoda and Kōkōdō.

# From Shanghai to Simoda

Date	Lat. Obs	Long. Obs
1857 Aug. 23 <sup>rd</sup>		
24 <sup>th</sup>		
25	32° 48' N	125° 55' E
26	32° 25'	127° 38'
27	30° 57'	128° 17'
28	29° 53'	129° 27'
29	29° 48'	130° 20'
30	31° 04'	131° 14'
31	31° 07'	132° 48'
Sept 1 <sup>st</sup>	32° 30'	134° 01'
2	33° 21'	134° 50'
3	33° 15'	135° 34'
4	33° 10'	135° 52'
5	33° 09'	136° 46'
6	33° 14'	138° 09'

The day before reaching Simo-  
da, discovered breakers ahead: they  
not being laid down in any chart, were  
named "Portland Breakers". This  
danger lies in Lat. 34° 14' N Long  
138° 17' East.

before reaching Puno  
breakers ahead. they  
sown up any chart, were  
with breakers. This  
Lat: 14° 16' N Long

From Lima to Callao

Date	Lat. obs.	Long. obs.
1857 Sept 12 <sup>th</sup>		
" 13	34° 46'	140° 10' E
" 14	35° 52'	141° 02'
" 15	36° 20'	142° 17'
" 16	37° 34'	143° 15'
" 17	40° 09'	142° 59'
" 18	41° 41'	139° 56' 1/2

The harbor of Callao is  
spacious, Capable of containing  
200 sail.  
The Governor visited the ship.

of Kallakadi is  
 rable of containing  
 nor visited the ship

From Kallakadi to Hong Kong

Date	Lat. Obs.	Long. Chron.
1857 Oct 10 <sup>th</sup>		
" 11 <sup>th</sup>	37° 31' N	143° 07' E
" 12	38° 37'	143° 05'
" 13	35° 26'	142° 28'
" 14	32° 55'	140° 30'
" 15	30° 33'	139° 06'
" 16	30° 09'	137° 27'
" 17	29° 07'	136° 38'
" 18	28° 05'	135° 11'
" 19	26° 53'	133° 07'
" 20	26° 05'	129° 36'
" 21	25° 01'	127° 06'
" 22	23° 22'	123° 57'
" 23	22° 20'	121° 33'
" 24	21° 55'	120° 30'
" 25	21° 48'	119° 10'
" 26	22° 24'	115° 08'

A heavy gale of wind, during  
 which at night, the phosphorus  
 was so sparkling as to give the sea  
 the appearance of large banks of  
 snow in motion.

Arrived in Hong Kong.  
 Lord Elgin the English Ambassador  
 there in the yacht "Steamer Ara"

of wind, during  
a phosphorus  
as to give the sea  
large banks of

g Hong.  
glish Ambassador  
Steamer "Ava"

November 16<sup>th</sup>

Ran over to Castle Peak with  
the American Minister and suite.  
There dined with the French Admiral  
meeting Baron Gros the French Min-  
ister. The day following returned  
to Hong Kong  
Nov 20<sup>th</sup>

Took Mr Reed the Am-  
erican Minister and suite over to  
Macao, landed him under a salute  
of 17 guns. Returned to Hong Kong  
the 2<sup>d</sup> Dec<sup>r</sup>.

Decr 22<sup>d</sup>

Ran over to Macao for  
the protection of American citizens  
during the assault of the English  
forces on Canton. Received there  
by the U. S. Ship "Minnesota", on  
the 31<sup>st</sup> Dec<sup>r</sup>, and returned to Hong  
Kong on the 1<sup>st</sup> January 1858.

From  
Hong Kong  
to  
Manilla

*From Hong Kong to Manila*

<i>Date</i>	<i>Lat. Obs.</i>	<i>Long. Chron.</i>
1858 Feb 12 <sup>th</sup>		
" 13	19° 13' N	116° 18' E
" 14	17° 49'	117° 35'
" 15	17° 19'	118° 00'
" 16	14° 55'	119° 46'
" 17 <sup>th</sup>		

Found in Manila, the flag ship  
San Jacinto, and was soon after joined  
by the Minnesota.

While lying here, very unexpectedly  
received orders for home, March  
3<sup>rd</sup>, and sailed March 5<sup>th</sup> for  
Anjer.



la, the flag ship  
soon after joined  
very unexpectedly  
home, March  
5th for

# From Manila to Anjer

Date	Lat. obs	Long. Chron
1858 March 5 <sup>th</sup>		
6 <sup>th</sup>		
7 <sup>th</sup>	13° 27' N	118° 19' E
8	13° 08 "	116° 31 "
9	12° 34'	115° 01'
10	11° 08'	113° 18'
11	10° 01'	111° 36'
12	8° 42'	110° 35'
13	7° 19'	109° 17'
14	6° 04'	108° 44'
15	4° 34'	107° 28'
16	3° 14'	106° 58'
17	1° 42'	106° 44'
18	00° 36'	106° 38'
19	00° 15' S	106° 30'
20	1° 38'	107° 27'
21	3° 12'	107° 25'
22	4° 37'	107° 07'
23	5° 05'	106° 43'

Unusually light trade winds this  
passage, making scarcely 100 miles  
a day with a fair wind

light trade winds this  
of scarcely 100 miles  
air wind.

From Matilla to Anjer

Date	Lat Obs	Long Obs
1858 March 24	5° 13' S	106° 26' E
25		

Distance sailed since leaving the  
United States up to this date  
37086 miles.

Arrived at Anjer on 25th March,  
and there watered ship and received  
fresh supplies.

Sailed the next day for

St Helena.



seen on 25<sup>th</sup> March,  
 ship and received  
 next day for  
 na

# From Arica to St Helena.

Date	Lat. obs	Long. China
1858 March 26	6° 21' S	105° 29' E
27	7° 08' S	104° 25'
28	8° 42' S	103° 00'
29	10° 19' S	100° 48'
30	10° 57' S	98° 14'
31	11° 40' S	94° 50'
April 1	13° 21' S	90° 59'
2	15° 52' S	87° 05'
3	17° 59' S	82° 55'
4	19° 14' S	79° 49'
5	19° 57' S	77° 30'
6	21° 07' S	73° 46'
7	22° 33' S	69° 17'
8	23° 57' S	65° 17'
9	25° 03' S	62° 27'
10	25° 49' S	58° 47'
11	26° 48' S	54° 55'
12	27° 20' S	50° 52'
13	28° 28' S	47° 22'
14	29° 35' S	42° 50'

*From Azores to St Helena*

<i>Date</i>	<i>Lat. Obs</i>	<i>Long. Chron</i>
1858 April 15	30° 38' S	38° 42' E
16	31° 41'	35° 15'
17	33° 07'	31° 00'
18	33° 08'	29° 17'
19	34° 43'	26° 38'
20	34° 56'	24° 07'
21	35° 09'	22° 58'
22	35° 16'	22° 42'
23	34° 56'	21° 08'
24	35° 40'	18° 34'
25	34° 50'	17° 23'
26	32° 55'	14° 58'
27	31° 07'	11° 45'
28	28° 29'	8° 58'
29	25° 33'	5° 49'
30	24° 07'	3° 50'
May 1 <sup>st</sup>	23° 04'	2° 10'
2	21° 40'	0° 33'
3	19° 49'	1° 26' W
4	17° 41'	3° 30'
5	Arrived at St Helena	

*Remarks.*

Terrible gale and heavy sea.  
 Scudding under Foresail and close  
 reefed Main Topsail. Ship trembling  
 twenty two days from Norfolk.

ks.

and heavy sea.  
Foresail and close  
top sail. Ship trembling  
on Norfolk.

Month	Sat in	Sat out	Course	Distance run	Distance made good	Wind	Sea
July	16	16° 36' 50" 18	... E	250	250	N. by N.	49°
"	17	40° 58' 56" 30'	E. by N.	294	300	N. by S.	45°
"	18	41° 16' 59" 25'	E. by S.	162	134	N. by N.	57°
"	19	40° 57' 63" 28'	E. 1/2 N.	252	300	N. by N.	56°
"	20	40° 50' 68" 30'	E. N. E. 1/2 E.	217	251	N. by N.	48°
"	21	38° 56' 73° 4'	E. N. E. 3/4 E.	253	240	N. by N.	49°
"	22	38° 26' 77° 50'	E. 1/2 N.	252	245	N. by N.	55°
"	23	36° 6' 82° 11'	N. E. by E.	274	241	N. by S.	55°
"	24	33° 49' 86° 19'	N. E. 3/4 E.	261	250	N. by S.	54°
"	25	31° 37' 89° 40'	N. E. by E.	211	223	N. by S.	58°
"	26	30° 02' 92° 36'	N. E. 1/2 E. 1/2 E.	236	216	N. by S.	56°
"	27	27° 36' 95° 45'	N. E.	230	200	N. by S.	57°
"	28	25° 04' 98° 27'	N. E.	210	210	N. by S.	63°
"	29	22° 05' 100° 24'	N. N. E. 1/2 E.	208	206	N. E.	66°
"	30	19° 09' 101° 25'	N. N. E. 1/2 E.	218	201	N. by S.	70°
"	31	15° 44' 103° 42'	N. N. E. 3/4 E.	249	240	N. by S.	75°
August	1	11° 30' 104° 58'	N. E. 1/2 E.	253	230	N. by S.	80°
"	2	8° 40' 105° 11'	N. 1/2 N.	222	276	E. by S.	81°
"	3	Arrived at Anger		300	360		
Distance sailed 15550 miles							
Remarks.							
Distance made good by ob- servation in 19 days, 14446 miles, equals 234 miles per day. Greatest distance by observation, 300 miles in one day; and 24 days from the longitude of the Cape of Good Hope.							
Ninety days from Norfolk.							

made good by ob-  
4446 miles, equals  
Greatest distance  
sailed in one day; and  
twice of the Cape

and Norfolk.

# Remarks.

From Singapore, ran over to Batavia  
and anchored August 7<sup>th</sup> 1856

While at Whampoa Oct 22<sup>nd</sup> landed 80  
men and officers at Canton for the  
protection of our Citizens in their per-  
sons and property. On the 15<sup>th</sup> of Oct  
the Ramin Toss fired into the boat  
with the Commander and First Lieut  
on board. The Toss were stoned and  
captured for this, on the 16<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup> and  
22<sup>nd</sup> of October.

From Batavia to Macao and  
Hong Kong

Date	Lat Obs	Long Chron
14 <sup>th</sup> 1856	5° 40' S	106° 44' E
15	3° 02 "	107° 22 "
16	1° 16 "	107° 10 "
17	0° 10 "	107° 00 "
18	2° 18 "N	106° 44 "
19	3° 23 "	106° 42 "
20	4° 36 "	107° 18 "
21	7° 02 "	108° 50 "
22	10° 02 "	110° 18 "
23	12° 15 "	111° 54 "
24	14° 50 "	113° 52 "
25	17° 02 "	114° 40 "
26	19° 28 "	114° 27 "

Arrived at Macao and the day  
following, ran over to  
Hong Kong; from thence Oct  
26<sup>th</sup> to Whampoa; and then Dec 13<sup>th</sup> to Hong  
Kong.

to Macao and

	Long 100m
1	106° 44' E
2	107° 22'
3	107° 10'
4	107° 00'
5	106° 44'
6	106° 42'
7	107° 18'
8	108° 56'
9	110° 18'
10	111° 54'
11	113° 52'
12	114° 40'
13	114° 27'

and the day  
over to  
ing: from there, get  
then Dec 13<sup>th</sup> to Hong

### Remarks

Jan 19<sup>th</sup> Came to off the saddle island  
the Easternmost bearing p. a S.W. dist  
14 miles.

20<sup>th</sup> - Riding out a gale at anchor.  
The next day, weighed and beating up  
towards the mouth of the Yang-tse  
river. Took a river pilot on the  
and anchored off the mouth of the  
Woosung river on the 23<sup>rd</sup>.

On the 28<sup>th</sup> beat up the  
Yang river, and anchored off Shanghai  
on the 29<sup>th</sup> of January.

### Hong Kong to Shanghai

Date	Lat Obs	Long Obs
1857 Jan 1 <sup>st</sup>		
2 <sup>nd</sup>	22° 14' N	116° 11' East
3 <sup>rd</sup>	22° 03'	116° 50'
4 <sup>th</sup>	21° 32'	118° 50'
5 <sup>th</sup>	21° 23'	120° 33'
6 <sup>th</sup>	21° 09'	121° 13'
7 <sup>th</sup>	21° 00'	121° 42'
8 <sup>th</sup>	21° 40'	121° 52'
9 <sup>th</sup>	23° 11'	121° 46'
10 <sup>th</sup>	24° 22'	122° 12'
11 <sup>th</sup>	25° 35'	122° 23'
12 <sup>th</sup>	27° 01' N	122° 45'
13 <sup>th</sup>	27° 35'	126° 13'
14 <sup>th</sup>	28° 42'	127° 48'
15 <sup>th</sup>	30° 26'	129° 25'
16 <sup>th</sup>	30° 03'	128° 05'
17 <sup>th</sup>	30° 15'	127° 01'
18 <sup>th</sup>	31° 33'	125° 41'
19 <sup>th</sup>	30° 56'	122° 56'

to Shanghai

Obs	Long Chron
17 <sup>h</sup> 20	116° 11' East
03 <sup>h</sup>	116° 50'
32 <sup>h</sup>	118° 50'
23 <sup>h</sup>	120° 33'
09 <sup>h</sup>	121° 13'
06 <sup>h</sup>	121° 42'
40 <sup>h</sup>	121° 52'
11 <sup>h</sup>	121° 46'
22 <sup>h</sup>	122° 12'
35 <sup>h</sup>	122° 23'
01 <sup>h</sup> 20	122° 45'
35 <sup>h</sup>	126° 13'
42 <sup>h</sup>	127° 48'
26 <sup>h</sup>	129° 25'
03 <sup>h</sup>	128° 08'
15 <sup>h</sup>	127° 01'
33 <sup>h</sup>	125° 41'
56 <sup>h</sup>	122° 56'

Leaving Shanghai July 10<sup>th</sup> to the outer bar, and anchored outside to wait for the tide. Got underway with the tow of steamer Confucius. At sun- tide and anchored about the inner bar down anchored in the Yangtze River. Min.

July 11<sup>th</sup> Beating down the Yang- July 22<sup>nd</sup> Got underway and anchored about 6 miles below Pagoda island.

July 12<sup>th</sup> Cleared the Yangtze River. July 23<sup>rd</sup> Got underway, struck for 15 minutes on a bank, floated as the tide rose, and anchored at the Pagoda anchorage in 9 fms water. Moored with 45 fms chain.

July 13<sup>th</sup> Blubbered up some miles nearer the Yangtze river.

July 16<sup>th</sup> At 1 P.M. got underway beating to the North to clear the Volcano islands. At dark, anchored down as far as Sharp point, and there anchored.

July 17<sup>th</sup> Beating all day, anchored at night.

July 18<sup>th</sup> Stood out to the Northward of the Volcano.

July 19<sup>th</sup> Lat 27° 44' N Long 122° 55' E

July 20<sup>th</sup> At 4.30 P.M. anchored under Yangtze, off the mouth of the river Min.

July 21<sup>st</sup> Got underway and stood in to the outer bar, and anchored outside to wait for the tide. Got underway with the tow of steamer Confucius. At sun- tide and anchored about the inner bar down anchored in the Yangtze River. Min.

March 5<sup>th</sup> Got underway and dropped down a mile or two.

March 6<sup>th</sup> Got underway and dropped down as far as Sharp point, and there anchored.

March 7<sup>th</sup> Weathered. Remained at anchor.

March 8<sup>th</sup> Got underway and went to sea.

March 9<sup>th</sup> Anchored in the harbor of Amoy.

March 11<sup>th</sup> At 9 A.M. got underway, and stood outside of Tsing-tsen, where, it being calm, we anchored. At 2.30 P.M. got underway.

not anchored outside to  
Got underway with the  
and about the same bar  
underway and anchored  
low Pagoda island.  
underway, struck for  
bank, floated as the tide  
red at the Pagoda an-  
water. Moved with  
underway and dropped  
underway and dropped  
sharp peak, and then an-  
her bar. Remained at anchor.  
underway and went to sea  
homed in the harbor of  
A.M. got underway and  
Tsing-tsen, where, it being  
red. At 2.30 P.M. got underway.

March 12<sup>th</sup> Left sight of Chapel island  
at 5 P.M. the "Brothers" bore W b N — steered  
S.W. until White Island bore N.W. b W,  
then steered W.S.W.  
March 13<sup>th</sup> At midday off Chellang  
point. At 5.30 sighted Pedro Blanco to  
the South. At 11 P.M. the Pilot for Hong  
Kong came on board.  
March 14<sup>th</sup> Made the "Ningpin". Beat  
ing with flood tide up the Lyngsoo pas-  
sage — anchored off Hong Kong.

From  
Hong Kong  
to  
Singapore



From Hong Kong to Singapore

Date	Lat. $^{\circ}$ $'$	Long. $^{\circ}$ $'$
1857 Apr 11 <sup>th</sup>		
" 12	20° 47' N	113° 08' East
" 13	19° 44'	112° 01'
" 14	18° 59'	112° 29'
" 15	17° 32'	110° 28'
" 16	16° 26'	110° 05'
" 17	15° 38'	110° 22'
" 18	15° 01'	112° 26'
" 19	14° 08'	110° 29'
" 20	13° 10'	110° 38'
" 21	12° 13'	110° 26'
" 22	10° 21'	110° 02'
" 23	7° 52'	109° 08'
" 24	5° 49'	107° 52'
" 25	4° 18'	106° 34'
" 26	3° 43'	105° 53'
" 27	3° 27'	105° 35'
" 28	3° 10'	105° 06'
" 29	2° 46'	104° 48'
" 30	1° 44'	104° 56'

Unusually light winds from the  
S<sup>W</sup> and E<sup>SE</sup>, during this passage.



ally light winds from the  
N, during this passage.

From Hong Kong to Singapore

Date	Lat. & Obs.	Long. & Obs.
1857 May 1 <sup>st</sup> 2 <sup>nd</sup>	1° 29' N	104° 25' East

Sent down Main Topmast  
treble trees which were decayed, &  
replaced them by others.  
Sailed from St Helena for  
the United States at 12 past 11 AM  
Saturday the 8<sup>th</sup> of May.

down Main Mast  
which were decayed, &  
by others  
led from St Helena for  
Plates at 12 past 11 AM  
8th of May.

From St Helena to Portsmouth N.H.

Date	Lat	Obs	Long	Chron
May 9th 1858	15° 27' 9"		6° 19' W	
10th	14° 47'		8° 00'	
11	13° 49'		10° 22'	
12	12° 32'		12° 49'	
13	10° 59'		15° 14'	
14	9° 25'		17° 32'	
15	7° 41'		20° 02'	
16	5° 51'		22° 48'	
17	3° 41' 07"		25° 25'	
18	2° 44'		28° 13'	
19	1° 37'		30° 37'	
20	0° 45'		32° 25'	
21	1° 03' N		33° 08'	
22	3° 11'		33° 47'	
23	4° 55'		34° 34'	
24	5° 42'		35° 06'	
25	6° 32'		35° 46'	
26	8° 59'		38° 18'	
27	12° 0'		41° 38'	
28	15° 08'		44° 41'	

From St Helena to Portsmouth N H.

Date	Lat	Obs	Long. taken
May 29 <sup>th</sup> 1858	18° 16' N		49° 45' W
30	20° 02'		50° 15'
31	22° 52'		52° 16'
June 1 <sup>st</sup>	24° 16'		53° 59'
2	26° 13'		55° 22'
3	27° 21'		56° 12'
4	27° 54'		56° 40'
5	29° 10'		58° 18'
6	30° 47'		60° 05'
7	33° 02'		61° 56'
8	33° 57'		62° 49'
9	34° 30'		63° 28'
10	35° 18'		64° 01'
11	38° 14'		66° 20'
12	40° 20'		68° 17'
13	42° 48'	at	70° 00'

Arrived in Portsmouth N H,  
on Sunday 13<sup>th</sup> June 1858, and an-  
chored at 5 P.M. — and thus  
ends this cruise

Total number of miles sailed  
during the cruise  
48998 1/2

Amherst N.H.,  
June 1858, and an-  
— and thus  
se

Miles sailed  
course  
98 3/5

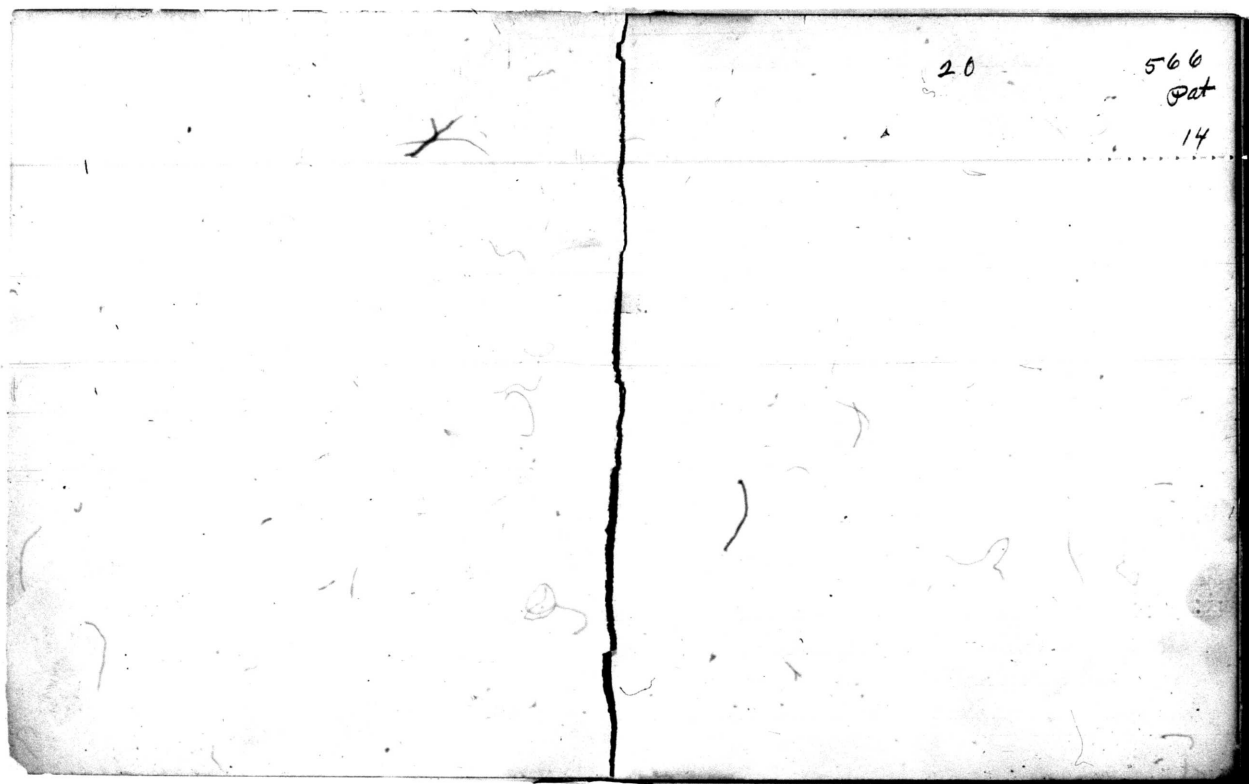
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Conn.

Collection THE PAPERS OF

ANDREW HULL FOOTE

21  
~~Series and/or~~ Container

Shelf/Accession No. \_\_\_\_\_



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*Rules and Regulations  
to be observed  
on board the  
U. S. Ship  
John Adams*

Having established the following  
Rules and Regulations for the Officers  
and Ships company under my command, it is  
strictly required that no deviation whatever  
take place without my knowledge and concurrence,  
and that every person on board, obey them in the  
fullest sense.

Article 1.

The Laws and printed regulations  
for the government of the Navy, are most  
strictly to be observed by every person on  
board.

Article 2.

All Officers are required to speak from their Superiors the most ready, unequivocal and respectful obedience to their orders and it is required of all Superiors, that they do not neglect any exterior mark of respect, when they address or addressed by a Superior on duty.

Article 3.

All Officers are enjoined to notice particularly the conduct of their Superiors, and should they witness any ~~disrespect~~ impropriety, they will give immediate notice to the Commanding Officer.

Article 4.

All Officers are required to preserve the strictest silence among those

under their command, and to cause all orders to be executed with the greatest possible alacrity, and without any hesitation.

Article 5.

As promptitude and alacrity in the performance of duty, can only be acquired and preserved by continued attention, the Officers will never suffer the most trifling duty to be performed with indifference.

Article 6.

Officers are required to praise - abate and distinguish those men who may excel in civility, activity and general good conduct, that all may be induced and encouraged to conduct themselves with propriety.



Article 7.

Officers are required to make themselves personally acquainted with the Ship's Company, that they may always address them by their names.

Article 8.

No person is to be confined in Irons, but by the order of the Commanding Officer.

Article 9.

As the great object of punishment is to prevent the repetition of crimes, it should not only be inflicted in a public manner, but with as much formality as circumstances will permit, and always proportioned to the offence.

The Lieutenant of the Watch is permitted to punish petty offenders, not exceeding six lashes, over the back,

with a piece of nine-thread working. Offenders requiring severer punishment, to be reported to me or the Commanding Officer. No petty Officer is ever to be struck or punished but by my order.

Article 10.

All Officers attached to the Ship must appear in proper uniform, unless absent on furlough, and never leave the Ship on duty without 'Side-Around'.

Article 11.

Watch-room Officers are not to remain out of the Ship after the hour of 10 P.M. but by my permission - and all other Officers belonging to the Ship are to return on board at once, unless special permission from the Captain to remain longer has been previously obtained.

Article 12.

Secretaries can be absent from the Ship on leave at the same time, the 1<sup>st</sup> or 2<sup>nd</sup> must always be on board.

Article 13.

No petty Officer, Steward or Stewardess to go on shore without my orders and when returning to the ship, the Officers of the Deck must see that they are clean, and decent before they leave the ship.

Article 14.

No lights must ever be unattended in the Store-rooms or on the bulkheads, and none but in unbroken lanterns to be allowed in the Hold.

Article 15.

All lights on the bulk-heads are to be extinguished at 8 o'clock at night. Those in the Store-rooms and of the Forward Officers at the same hour in winter, and at 9 in Summer, and those of the Ward Room to be extinguished at 10 o'clock, when they are all to be reported

to the Commanding Officer.

Article 16.

No lumber of any kind must be suffered to remain on the Quard, but they must at all times be kept as clean and possible for action.

Article 17.

No Boat, except on very particular duty, is to be absent at Nocturnal times, nor ever after Sunset, except by the Captain's or 1<sup>st</sup> Lieutenant's permission.

Article 18.

Boats are never to be left without a boat-keeper, nor to lie alongside when not in use, but are to be moored astern or at the swinging beam, nor are the crew allowed to hang their clothes in the boats under pretence of washing.

Article 19.

Boats coming alongside are to be searched, and liquor found in them to be taken to the Officer of the Watch.

Article 20.

Rowing Boats never allowed to come alongside but by the Commanding Officers permission; and always to be searched, before any intercourse with the crew is allowed.

Article 21.

Boats crews are commanded when their Officers are not present, to obey the orders of their "Coxswain," and are strictly forbidden to carry any thing on shore, without permission from the Quarter Deck.

Article 22.

All complaints that may be made by the Ships Company of the quantity or

quality of provisions, are to be reported to me, and no alteration or deviation from the established allowance of provisions to be allowed, without my immediate directions.

Article 23.

The Magazine must never be opened but by order of the Commanding Officer, when every precaution must be taken to prevent accident by fire, the Gunner must always attend, and a Lieutenant, or petty officer, opened for gunners.

Article 24.

No Stores are to be sent out of the Ship but by my orders, and no Stores are to be expended but by the orders of myself, or the Senior Lieutenant.

Article 25.

No clothes are to be left unfastened.

about the 'Boots', nor ever in the Tops, but all must be packed in Baggage nor are such clothes as may be found by Sweepers or others, on any pretence to be appropriated to their own use, but are to be brought on Deck to the Officer of the Watch, who will make proper enquiry for the owner.

#### Article 26.

The crew will furnish themselves with such articles of clothing, as may be directed from time to time and as the climate and their health may require, and they are strictly forbidden selling or exchanging any article, without permission from the Officer of their Division.

#### Article 27.

Washing days will be appointed as the weather and duty of the Ship will admit, and the clothes are to be dried

on lines from shroud to shroud, or such other place as the Commanding Officer shall appoint, no clothes are to be hung up on any other than washing days, except by particular leave of the Commanding Officer or 1<sup>st</sup> Lieutenant, when washing days may have proved rainy.

#### Article 28.

The clothing of every man run or supposed to have run, is to be ordered into the Purser's Store-room by the Officer of his Division, by whom a list of them is to be taken.

#### Article 29.

Officers of Divisions will examine and take an account of the men's clothing, belonging to their Divisions on the last Thursday of every month, and send me lists of such articles as may be wanted. The different Divisions to be determined by the Commanders to which the men are stationed.

Article 30.

The men of the different messes are every Sunday to appoint one of their mess-mates to keep the bith and mess utensils clean and in proper order for the following week - such men are to be responsible to the Officer for any neglect he may discover, and none but men belonging to boats (when in port) are to be exempt from this duty, except by my order or that of the 1<sup>st</sup> Lieutenant.

Article 31.

Ten minutes and no more, will be allowed from the time of piping Hammocks up, till they are completely stowed in the same time will be allowed to take them down and hang them upon the infirmates of those absent are to take charge of their Hammocks.

When the weather is so bad that the Hammocks cannot be stowed in the Vellings, they are to be taken down and piled in such

places, as the 1<sup>st</sup> Lieutenant shall appoint.

Article 32.

It is strictly forbidden to throw any bones, dirt or dirty water out of the ports, but dirt of all sorts is to be taken to the head and shore streets. It is forbidden to enter the Ship by any other way than the Gang-way or Stern ladder.

Article 33.

The people are expected to be clean shaven and dressed by 10 o'clock, on every Thursday and Sunday mornings.

Article 34.

Any person finding himself ill, is to make his complaint without loss of time to the Surgeon, as no excuse for neglect of duty on account of illness, will be received but through the Surgeon.



Article 35.

Drumming and gunrolling being  
utterly subversive of discipline and  
good order, will never pass unpunished.

Article 36.

Any person having cause of complaint  
against any other person, will make it  
known to the Officer of the Watch, the  
1<sup>st</sup> Lieutenant or myself as the case  
may require.

The crew will not be allowed to smoke after 8 o'clock P.  
M. — the Officers will be permitted to smoke till 10 o'clock  
and no longer, without special permission from the Com-  
manding Officer.

Article 38.

Blasphemy, profane swearing  
and all species of immorality are forbidden,  
and are not to be suffered in any part of the Ship.

Article 39.

The Officer in charge of the Deck  
will daily inspect the Ship-chests, Stokers  
and bread bags keeping them clean and free  
from grime — the hatch deck is never to be  
washed, but by order of the 1<sup>st</sup> Lieutenant  
or Commanding Officer.

Article 40.

Cloth clothes must never be allowed  
on the hatch-deck — they must either be  
hung up in the Rigging or put in tubs on the  
upper deck, and if necessary under charge  
of Sailors.

Article 41.

The 1<sup>st</sup> Lieutenant, Master and Mid-  
shipmen to send their reports to the Commander  
daily, and the Midshipmen are expected to keep  
regular journals, which are to be sent into the  
Cabin for examination, the 1<sup>st</sup> of every month.

Article 42.

The Officers must not allow the men to perform dirty work in their best clothes, when washing decks, they must pull off their shoes and stockings and roll up their trousers.

Article 43.

The Crew are to be mustered at quarters every morning and evening in the morning at 9 o'clock, in the evening half an hour before sunset, when the Officers will notice those who are cleanly and sober, and report those who are otherwise.

Article 44.

No Officer is allowed to stop a man's grog. The Surgeon will regulate the allowance for the sick.

Article 45.

The Vards must be neatly squared and the Ropes hauled as taught by S.M., in order that the crew may go to bed at 10.

Dinner will be ready by Meridian and reported by the Cook to the Officer of the Deck, when the crew will dine. Grog at 4 P.M. in winter and 5 P.M. in summer.

Article 46.

The Keys of the Magazine are to be in my possession - those of the Store-rooms in charge of the 1<sup>st</sup> Lieutenant, and the Key of the Spirit-room and Hold in the Master's charge. The Store-rooms are to be carefully locked every evening.

Article 47.

Particular attention must be paid to serving out the grog and provisions. A Master's Mate or Midshipman must always attend



with the Ship's Steward and a confidential  
Petty Officer, for that purpose. They must  
be taken not to mix a greater quantity of  
grogs than is required - should any be left  
after serving, it must be immediately thrown  
onboard, and in short every precaution must  
be taken to prevent the people from getting  
intoxicated. No Officer can be allowed  
to give to any of the crew for any services  
whatsoever, grog or liquor of any kind, other  
than their regular allowance which must al-  
ways be drunk at the Table.

Article 48.

When salt provisions are served out,  
the Cooks are to have it well washed  
and soaked, and the water changed  
every four hours.

Article 49.

None but their duties absolutely

necessary are to be performed on Sundays.

Article 50.

There will be a General Exercise  
of great Guns, Foremen, Sail trimmers &c.  
on Monday, Wednesday and Friday - a  
Divisional Exercise on Tuesday, Thursday and  
Saturday - so that every Division will be  
exercised on those days once in rotation.

Article 51.

When all hands are called for any  
service whatsoever, the attendance of every  
Officer and Petty Officer is expected on Deck  
immediately without being sent for. The  
Officers are requested to avoid all unnecessary  
repetition in giving their orders.

Article 52.

The Quarter Deck being considered a Parade,  
no indecorous or improper behaviour is to be  
practised or suffered on it.

Article 53.

No Sentinel is to be placed over the fresh-water tank, and every precaution used to guard against improper consumption; none is to be taken from the tanks without permission of the 1<sup>st</sup> Lieutenant or Officer of the Deck.

Article 54.

No fire is to be allowed in the Galley after 8 o'clock in winter or 9 in summer, except such as may be necessary for lighting matches or making preparation for battle &c.

Article 55.

The Master at Arms is the Police Officer of the birth-deck in it, in addition to the securing of prisoners, extinguishing lights and fires, and aiding in cleaning the birth-deck, to report to the Officer of the Deck all riotous and disorderly persons in the ship, and

whatever may transpire contrary to the rules of the service and the regulations of the Ship.

Article 56.

When in port, the Lieutenants (excepting the first) in rotation, are to take the Deck from 8 A.M. to 8 P.M. they are to receive all visitors and attend the Deck duties generally.

Article 57.

When we are in company with any other of our public vessels at Sea, the Officer of the Watch is particularly directed to note on the Log Sheet every two hours, our situation with regard to the other Ships or vessels of the Squadron and the supposed distance. The strictest attention must be paid to keep our position, if we cannot do so, I am to be informed of it, with the reasons that prevent it.

Article 58.

All persons on board this ship are strictly forbidden to throw overboard empty barrels, boxes or any other articles that would serve for fuel; they must be given to the Ship's Cook and used in the Galley.

Article 59.

The weather side of the Quarter Deck is reserved for the walk of the Commanding Officer of the Boat, when he is to suffer no intrusions, and in port the Starboard side; nor is he to allow any conversation with himself except on duty, as it is expected his time will be devoted to the duties alone of the Ship, when in charge of the Boat.

Article 60.

The Officers are held responsible for their lights in their respective rooms; they are at all times to be particular not to read

while in bed, which if they do, will deprive them the use of a light, except in a close lantern.

Article 61.

All Officers are required to furnish themselves forthwith with a copy of the foregoing regulations and always to be supplied with one, and those to whom special instructions are subjoined, will also have a copy of those respectively addressed to them always in their possession.

Article 62.

All Officers on board will consider their standing in regard to regulations of this Ship, until altered or revoked by me and the 1<sup>st</sup> Lieutenant, is hereby required to carry the same into effect, in the most punctual, strict and efficient manner.

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## The First Lieutenant

The first Lieutenant is considered a day Officer and excused from a regular Watch, when there are two other Lieutenants and the Master on duty and he will under the orders of the Captain, Watch, Quarter and Station the Officers and crew and have the superintendence of all the general duties of the Ship, and he is to see every part of the duty as punctually performed and the internal regulations at all times as strictly enforced, as if the Captain were present.

He is to direct the Boatswain to inspect the Rigging, running and standing, daily, and to report to him any defects or deficiencies.

He will also direct the Gunner to examine the Battery, mounting of the Guns and materials relating to them, and report their condition. He will com-

the Carpenter to examine carefully the pumps, boats and spars, and report their situation. The Sailmaker is also to inspect the Sails, Masts, and Rigging.

Should any important defects be found in any of the Officers departments, he will immediately acquaint me there with - if trifling defects only be discovered, he will instantly commence repairing them.

No Ship's Stores are to be converted to any other use, nor given out by those having them in charge, but by a written order from the 1<sup>st</sup> or Senior Lieutenant, who will consult me previously. We will exercise the strictest economy in the expenditure of public stores, and with the Master will sign all the Weekly returns of the Stores and Officers, and they are to be sent to me. We will regulate the allowance of Fuel and Candles, allowing only what is

absolutely necessary. We will appoint a Midshipman or Boatswain to look out for the British decks and holds, which he will carefully inspect daily, and report their condition to me.

When in port he may grant permission to Officers to go on shore, provided the Ship is not at Single Anchor or under Sailing orders, but in no case will he give permission to slack out of the Ship.

We may punish minor offences, but he is not to exceed six stripes with a piece of nine lines cord over the shirt - if severer punishment be required, it must be inflicted by my authority.

Whenever the 1<sup>st</sup> Lieutenant is on Deck, he may direct the Officer of the Watch as to the manner of trimming, setting and taking in sails, or mode of carrying on the duty, if he deems his interference necessary, and it is particularly desirable that all the Officers carry on duty in the same manner.

The first Lieutenant will receive a report from the Surgeon every afternoon relative to the Coppers and cooking Utensils, which if it is expected will always be kept clean.

The first Lieutenant will head the boarders — he is to take charge of the Deck when all hands are called to perform any particular service, unless otherwise directed at the time — in fine it is presumed he will make himself thoroughly acquainted with the Ship in all its parts and also with the crew, whose merits he is requested to point out.

He will carefully attend to keeping the Ship at all times in complete readiness for action, or for performing any other service which may be required from a Ship of War, and he will be considered responsible for any defect or deficiency that has not been reported to the Commander.



*The Second Lieutenant*  
is to perform all the duties of the  
First in his absence.

### *The Lieutenants.*

The Lieutenants are to be constantly  
- by attentive to their duties and diligent-  
- ly and punctually to execute all orders  
they may receive for the public service.

When Officer of the Watch he is  
to be constantly on Deck, until relieved  
by the Officer who is to succeed him -  
the Deck is never to be left without a Sea  
Lieutenant, unless by a special order  
to that effect from the Captain.

He is to see that the Men and  
Officers of his Watch are alert and attention

to their duty, and that every precaution is  
taken to prevent accidents from Squalls or  
Sudden shifts of wind &c. &c.

He is to be careful that the  
Courses are properly stowed and noted on  
the Log, which he is to sign and be account-  
- able for during his Watch.

He is to have his Watch  
mustered whenever he may deem it necessary,  
as he is accountable for their being on Deck -  
he is never to permit the Midshipmen to leave  
the Deck in their Watch, nor to subdivide it,  
but to see that they regularly relieve each other.

He is to inform the Captain  
of all strange sails, lights, or indeed of any  
occurrences he may deem of sufficient  
importance.

He is never to alter the Ship's  
course except to avoid danger - he may make  
or take in Sail according to his judgment  
and discretion, but he is accountable for injury



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be account

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is necessary  
on deck  
men to leave  
believe it,  
each other  
the Captain  
deck of any  
incident

the ship  
may make  
judgment  
able for injury

down to either spans or sails by impropriety  
and carelessness - when he may think it  
necessary to take a reef or reef, he must  
before doing so report to the Commander  
for his orders, and he must not shake out  
reefs, without orders from the same.

He is to deliver to the Officer  
who relieves him, all orders which remain  
to be executed, and to point out to him  
the position of all sails in company, so that  
he may keep them in sight by regulating  
the sail to be kept on the ship for that  
purpose, and to report to the Captain should  
he lose sight of any vessels of the Squadron.

He is to keep his Lookouts  
and have them punctually relieved - he is  
to have examined the state of the pumps, the  
lights all over, and in fact every thing for  
the safety and protection of the ship.

He is to have men aloft at  
all times to take in the light sails which may

be on the ship, and hands stationed by Halliards,  
Sheets, Clewlines, Downhauls &c - he is to be  
attention to the conduct of all the ships company,  
to prevent all profane swearing and intemperate lan-  
guage, all disturbances, noise and confusion, to enforce  
a strict and prompt obedience to orders, proper  
respect to all superiors and in observance of  
discipline and good order.

He will permit no boats to  
come to or leave the ship without his knowledge  
and permission - when vessels or boats come  
alongside with stores or provisions, he is to have  
them discharged as soon as possible, and to  
have the same entered on the Log.

He is to inform the Captain, if  
any Commander or Captain or Officer of  
higher grade should come alongside, so that  
the proper honor and attention may be paid  
him according to his rank - and at  
the time of sending to the Captain, he is  
to send to the 1<sup>st</sup> Lieutenant, so that he may

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attend to receive the Officer on the Quarter Deck.

Before hoisting the Colours in the morning and after the Retreat at night no military honours are to be paid, without special permission from the Captain.

We will inform the Officers at 7 bells at Sea, that it is time to look out for the Meridian altitude.

At Sea, the Officer of the Watch will at all times acquaint the Captain of any change in wind or weather, or if the Ship cannot be steered the course given her.

The method of carrying on duty by the 1<sup>st</sup> Lieutenant, must be strictly followed by all the other Officers, as variety in this respect is calculated to create confusion among the crew.

The Officer of the Deck will immediately send down for all the Officers to repair to their respective Stations, when ever he is ordered to have all hands called to

execute any special duty, that they may show to the Ships company an example of alacrity.

When Hammocks are piped down each man will stand by to receive his at the place where it was stowed in the morning; they are not to be thrown on the Deck, but delivered to the owner; if he is not there to receive it, it is to be kept in the Stating, and the Officer of the Deck will have it delivered to him after having ascertained the reason he was not there to receive it at the proper time; and if this excuse is not reasonable he deserves punishment for his neglect.

When the Royals and Top gallant Sails are not set, the Officer of the morning Watch as soon as it is sufficiently light will have the Clewlines hauled snugly up, the Sails neatly furlled and the Yards squared by the lifts and braces, and at all times when they are taken in the day time, the Officer of the Deck will be particular in attending to the same.

When in port and the duty of the Ship will permit of it a Boat is to be ready at 9 o'clock

every morning to carry any person on shore who may have permission from another to go at 12 o'clock P.M. and another at a sufficient time before sunset to admit of her return to the ship at that time, and on no pretence whatever is she to remain after that period.

After Salts and until Heriell's boat at day-light in the morning, a careful examination of the Beils Boats must be made by a Midshipman of the Watch — the examination of course, to extend to the Midship's Room and Officers' apartments, & after 11 P.M. the Ward Room must be included in the grounds of the examining Officer, who will see that there are no lights burning unattended, that every thing is safe about the Galley & elsewhere in the Apartments above named, to prevent accidents from fire, and a report made every hour, within the time above specified, to the Officer of the Deck.

Boats that probably may be required for the use of the Ship, during the day (unless the weather is brisk or blowing fresh) are to be lowered at 7 o'clock P.M. & stored at the lower booms, and then hoisted out — In Port, Boats are not to be washed, nor otherwise put in order for daily use, whilst hoisted at the Quays.

## Sailing Master

The Sailing Master is required to pay great attention to the storage of the water, provisions and cables and every thing which can affect the Ship's trim, which he will take with accuracy at all times before the ship proceeds to sea, and at sea whenever it can be done with tolerable accuracy, and note it on the Log books.

He will also cause the Log and Lead Lines to be frequently measured, and will have the Log books sent to the Cabin for the Captain's inspection once a week or whenever called for in which will be punctually and accurately registered the daily expenditure of water and quantity remaining, as well as number of ticks, with latitude and longitude by dead reckoning, Meridian observation and Chronometer.

The Cable and Hawser tiers must always be kept clean and clear and every article of ground packing ready for immediate use.

At Anchor he will be particular that the House is kept clear and that there is no chafing or injury from the want of proper attention.

The Key of the Spiritroom and to be kept in his possession, which must never be opened by candle-light, nor without his knowledge and in the presence of one of his mates, nor must a light ever be allowed to be taken into the Spiritroom for any purpose.

He will attend to the stowing of Masts and setting up Rigging under the directions of the 1<sup>st</sup> Lieutenant, and will often carefully examine that it is in good order, and he will immediately report to the 1<sup>st</sup> Lieutenant any and all

deficiencies he may discover in his department so that the same may be rectified.

He is held responsible for the navigation of the Ship under the directions of the Captain, and is therefore to lose no opportunity to ascertain the Ship's place by Chronometer, double Altitudes, meridian Altitudes, Lined, and in all and every manner practicable to ascertain so desirable a fact, and to report at Meridian to the Captain the result of his days work, whether by dead reckoning or by a more correct mode to ascertain the Latitude and Longitude of the Ship.

He is to take the bearings and distances, as often as it may be practicable of such headlands and Points as may be in sight.

He is to ascertain as often as practicable the rate of the Chronometers, so that their rates may be corrected.

He is, often as practicable to ascertain the variation of the compass. He is whenever the Captain shall require, to give him the true position of the ship, as far as is practicable for him to ascertain it.

The Master is an Officer of whom much practical knowledge is required both as a Seaman and a Navigator, and therefore his duties will at all times require his most serious and strenuous exertions, and he will be held responsible for all dereliction of duty or deficiency, which he has not reported to the Captain.

The Master is referred to the regulations issued by the Honble the Secretary of the Navy under date of 17 September 1817 for a more detailed arrangement of his respective duties, which he will be held accountable.

for the non performance of.

### The Surgeon.

The Surgeon has the ~~sup~~ entire charge of the sick in they are to be visited at least twice a day in no comforts the Service admits of; will be withheld from them in extra attendants may be had on application to the 1<sup>st</sup> Lieutenant.

The Surgeon will daily inspect the Boilers and cooking Utensils, in order that they may be kept clean.

The Sickman's clothing &c are to be washed by their messmates in their presence kept clean and their bedding frequently aired.

The Surgeon will advise the 1<sup>st</sup> Lieutenant when the hulk-dock requires fumigating. His suggestions to promote health will always receive the most respectful attention.

We will daily furnish me with a written report of the Sick, and another must be lodged in the binacle.

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### The Assistant Surgeon.

The Assistant Surgeon is to perform  
all the duties of the Surgeon, in his absence.



## The Purser

No Stops or articles of wearing apparel of any description, are to be issued out to the Ships company, without my order in writing.

The Purser is to deliver at Sea a weekly report to the Commander of the expenditure of provisions and the quantity of each remaining species.

Stops will be issued out only on the first Monday of every month, unless specially ordered, at which time all persons wanting them must be furnished with a written order from the Commander. Newspapers to be delivered to the men at such times only as the Commander may direct.

When any provisions are decayed or in a state requisite to be

surveyed, the Purser is to make it known to the Commander as soon as possible, that he may apply for an order to have it done.

Readmens and Deserters Clothes are to be sold at Auction to the highest bidder, and the proceeds deposited in the Purser's hands, to be faithfully accounted for, according to the regulations of the Service.

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### Forward Officers.

The Boatswain, Gunner, Carpenter and Sailmaker are held responsible for the cleanliness and good order of their storerooms and for the expenditure of stores in their different departments, of which they will make weekly reports to the first Lieutenant.

They will frequently examine the state of every thing in their respective departments during heavy weather, when in chase or carrying a point of sail, and immediately report, should they discover any thing out of order.

The Boatswain is held responsible for every thing relative to the rigging and fitting of the rigging — to have every thing strong, free from chafe, and as neat as circumstances will authorize, combining strength and efficiency.

which is all important in a Man of War.

He, as well as the Gunner, Carpenter and Sailmaker is referred for general and special orders to the regulations of the Navy, as issued by the Honble the Secretary of the Navy of 17 September 1817, with the approbation of the President of the United States, and he and they are required to conform to all which is designated for their special duties, and are ordered to have the same copied and hung up in their own respective rooms for their government, as they will be held responsible for the discharge of all their duties, as therein laid down and specially designated.

The Gunner will be held responsible for the Battery &c, and every thing relating to their readiness for battle and every thing in his department must be kept in complete order and in readiness for immediate service. The fitment and equipment of the Gun's will particularly command his attention he

must morning and evening examine their mountings and materials—he is also to keep the Battery clear, and report it to the 1<sup>st</sup> Lieutenant at 8 P.M.

The Carpenter will be responsible for the good order of the Spars, Boats, Cistern-Cocks, Hull and Decks of the Ship, and to see that there are no chafes, and at all times to have his Tools, Axes &c in good order, and likewise to take care of all Spars, Plank, Bars and Lumber.

The Sailmaker is held responsible for the care and good order of the Sails, which are never to be stowed away damp or in bad order—he must at all times have them ready to bend and fly for immediate service and ready to go to the Yards.

He is to have in charge all Canvas both old and new, as well as Twine &c — together with all Hammocks, Bags and Sackauling, and to be the latter at all times mounted and ready for

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The will also take charge of all  
Boat fittings, Boat sails and other Sails,  
and will be held responsible for their being  
at all times in good order - clean, dry and  
ready for use.

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### Midshipmen.

The Midshipmen are required, each of them, to furnish themselves with a Quadrant, Bowditch on Navigation and proper side arms for service. When in charge of boats they are to be very attentive to their safety, and never to leave them, nor will they permit any person belonging to them to leave them on shore, without previous orders or permission from a Superior Officer; and they will be held responsible for any disorders which may take place from them, while under their charge. They will on no account suffer any person belonging to a boat, to purchase or receive any spirituous liquors, while absent from the Ship.

No Midshipman must ever leave the Deck at the expiration of his Watch, until all the Midshipmen of the succeeding Watch are on deck, without the special permission

of the Lieutenant of the Watch.

They will be required to produce their Journals, the first of every month, and at the same time correct Watch, Quarter and Station bills neatly executed, and must each keep a copy of those things that relate to themselves immediately, and the general discipline of the Vessel.

By carefully avoiding the company of the dissolute and idle, and zealously devoting themselves to the acquirement of practical skill and general information, by cherishing the wish to discover and the hope of receiving the approbation of their Country, they can alone render themselves fit to occupy those high stations in the Navy, to which many of them are probably destined.

Midshipmen are forbidden to strike or in any way punish any person on board the Ship. If they have cause of complaint against any person on board, they will inform

the Officer of the Deck, the 1<sup>st</sup> Lieutenant  
or Commander as the case may  
require.

Middshipmen and other  
Storage Officers are to turn out, at 7  
am. and stow their Hammocks on deck;  
they will also have them taken below  
when the proper Hammocks are piped  
down in the 1<sup>st</sup> Lieutenant will designate  
a place where to stow them.

## Marines.

In port the Marines will be excused from Watch and all ordinary Ships duty, except particularly otherwise directed by the Commanding Officer.

They are to be exercised as often as the weather and Ships duty will permit, which the Commanding Officer will determine. In port the Guard is to be always drilled and parade a half an hour before the Colours are hoisted in the morning, and kept ready for the reception of Officers and other duty until Sunset.

The Sergeant of Marines will be held responsible for the good order of their Arms and Accoutrements, their Mess places and Utensils, and for their clean and soldier-like appearance on guard.

When at Sea they are to be regularly Watched and on Watch are

considered under the immediate orders of the Officer of the Watch, in the same manner as the Seamen.

All Sentinels and the Guard are now to be furnished by the Officers and should their conduct render it necessary, the 1<sup>st</sup> Lieutenant can order them confined, making immediate report to the Commanding Officer of the Ship.

The Sergeant of Marines will report daily of the state of the Detachment.

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Drinking, quarrelling with each other, absenteing themselves from the ship without leave, smuggling liquor on board or selling any of their clothes is prohibited, and every one found guilty will be liable to punishment.

They are to be in boxes of each, and no alteration will be allowed except once in every 3 months with the approbation of the 1<sup>st</sup> Lieutenant, and one of them is to be appointed every Sunday to keep the berth, mattresses and mats utensils clean the following week, and is held responsible to the Officer for any neglect that may occur, and none but men belonging to boats (when in port) are to be exempted from this duty, except by order of the 1<sup>st</sup> Lieutenant or Captain.

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the grog for every 8 rations to be received in  
kind by the Messman and every man may have  
his ration of liquor stopped and be paid for  
it every 3 months but no grog will be allowed  
to be paid for except it is ordered to remain  
undrawn for that time, as it produces  
confusion in the accounts of the Ship.

They are not allowed to make  
any exchange of clothes one with the other,  
except by permission of the Officers of the  
Division nor are they to convert one gar-  
ment into another, without receiving the  
approbation of their Officer, as he is res-  
ponsible to have all their clothes in order.

The men will be allowed to  
draw from the Purser and keep on hand  
at all times two blue Shirts (one for mustering  
to be at all times kept in good order) 4 dark  
frocks, 4 duck trousers, 3 flannel Shirts,  
2 blk silk handkerchiefs, 2 pair Shoes, 2 Hats, 4  
pair Stockings in Winter, and (if they wear them)

3 pair Drawers - 4 pocket handkerchiefs if they wish to  
use them - Combs, Razors, and Tooth, Clothes  
and Shoe brushes &c. if they are wished.

At all times both in Winter and  
Summer after Sun-down, they are required to wear  
under Shirts, either of Canton Cotton or flannel,  
as may suit their wishes and as the opinion  
of the Surgeon of the Ship may deem best.

When Hammocks are to be lashed  
up, 10 minutes will be allowed, and each Watch  
when called will bring up their respective Ham-  
mocks to be stowed, and when relieved will take  
their Hammocks down and so on alternately  
and during the work they will be allowed when  
needed for that purpose, to open, beat and air  
them so as to keep them sweet and dry. This  
is done to allow each man to keep his own  
Bedding and Hammock in order, which is con-  
ducive to cleanliness and health.

So soon as it can be done, men must  
shift themselves after having being soiled, either

by rain or salt water, and at no time  
will they be permitted to tanning, in  
net clothes.

The men will at all times keep  
their bodies and skin clean, and wash  
and bathe as often as practicable in summer;  
and they will be clean, so that they can be  
mustered by 9. or half past 9. clock every  
morning by Divisions or General Quarters.

It is not expected the Crew  
will put on their mustering or best suits,  
without a special order to that effect.

It is expected the Crew will  
break themselves of the vice and bad habit  
of using profane and indecent language  
to each other; otherwise they will expose them-  
selves to punishment. It is a bad and dis-  
graceful practice, which no man in whatever  
Station ought to be guilty of, more particularly  
taking the name of his Maker and Saviour  
in vain, which has been too often with some

justly charged against Seamen.

The Crew will be allowed one hour  
to each meal, and when at it, it is expected they  
will be as silent as possible and civil to each  
other and should the Cook of their mess not  
be as attentive as he should be or negligent in  
any of his duties, he is to be reported to the  
Officer of the Deck, who will make his report  
to the 1<sup>st</sup> Lieutenant for correction.

Should unfortunately any difference  
occur one with another, they will not use reproach-  
ful words, gestures or menaces, but go to the Officer  
of the Deck or to the 1<sup>st</sup> Lieutenant and state  
the difference, so that it may be amicably settled,  
as fighting and quarrelling will certainly render  
them liable to punishment.

When all hands are called to  
perform any special duty, the Crew will immediately  
repair with alacrity and silence to the stations  
assigned them and are frequently to consult  
the several Station bills, and to ascertain from their

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respect Captain, whether of Forecastle,  
Top, After Guard &c where they are stationed  
and the specific duty they each have to perform.  
Silence must at all times be  
strictly observed and enforced, as without  
it no duty can well be executed.

Should any man on board suffer  
any grievance or supposed grievance, he is to  
report to the Officer of the Deck, or 1<sup>st</sup>  
Lieutenant, for an examination into it, so  
that justice may be done.

Should the crew wish to make  
a representation of any grievance, or any want  
of indulgence or supposed grievance they will  
do so in a respectful manner to the 1<sup>st</sup>  
Lieutenant, by a deputation of petty Officers  
consisting of our Boatman's Mate, our Quarter  
Master, our Gunner's Mate, our Captain of the  
Forecastle and one of the Captains of the Top,  
and the 1<sup>st</sup> Lieutenant will report the circum-  
stances to the Captain for his decision.

It is expected the crew will be at all  
times respectful to all Officers and never to  
pass them particularly on the Quarter Deck  
without touching their Hats, which mark of  
respect they will also show to all Foreign Officers.

The men will be allowed proper  
washing days, when they will have all their  
clothes which require it washed and put in  
order, and whenever the duties of the Ship  
will authorize it, they will be allowed time  
to put their clothes in order.

A proper time will be allowed  
the men to smoke, who wish it, which must  
at all times be forward of the after hatch.

When any men are from the Ship  
on duty, in boats or otherwise, it will be the  
duty of their messmates to take care of their  
Hammocks, Bags, Clothes &c and that the cook of  
the mess will take care that Provisions are put  
by for him or them.

If the crew are respectful, clean,

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Silent, and do their duty with alertness, they may expect very indulgence consistent with customs & laws of the Service in they shall be allowed time to amuse themselves when it can be done of an evening, and by asking they will be allowed Music for dancing &c.

The happiness and comfort of the crew must depend upon themselves and their own good conduct, as it is the wish of the Captain to extend to them every comfort which may be proper; he however wishes to be understood as not intended to grant more than the Law, Regulations and Customs of the Navy will allow— all offences committed against them it is his duty to be corrected, and he never considers the offence committed against himself, but as he is placed as the Representation of the Government, to see them protected in all their rights and wants, so is he compelled to punish all who disobey by either look, word or deed; he hopes he will be spared the disagreeable duty of pun-

ishing any man on board the Ship, while he has the command of her.

Should any one on board feel indisposed, he will at once report himself to the Surgeon, as frequently, a little care may remove the indisposition, which if permitted to remain unattended to, leads to illness, long confinement and suffering.

The Boys of the Ship are more especially under the care of the Master at Arms, who will attend to their keeping them in good order and clean, seeing them mustered every morning, and that they attend to their school when their duties will allow— and he is not to allow them to get into the practice of either chewing or smoking tobacco, as it is bad and injurious to their strength and constitution.

The Master at Arms will correct if they should be guilty of swearing or using any obscene or improper language— and should they not demean themselves with respect, to their seniors

in age, they will be reported by the crew to the 1<sup>st</sup> Lieutenant or Officer of the Deck so that their manners may be corrected.

They will be allowed to draw under the directions of the Master at Arms approved by the 1<sup>st</sup> Lieutenant, Books, Stales and Stationary in lieu of grog money, as they will not be allowed to drink any liquor and as the Amount is carried by the Reader to their credit, which they will receive at the end of the Cruise when paid off.

The crew are allowed and recommended to keep their own accounts in a separate book and the Officers of their Divisions will enter the articles as they are received, with the price of each article, which can be balanced every month, so that they may ascertain at all times how their own accounts are with the Government.

The crew are expected to be clean shaved and dressed by 10 o'clock every Sunday morning, when they will be mustered by the Officers of

their respective Divisions, who will examine them and report to the 1<sup>st</sup> Lieutenant when ready for General Muster at half past 10 o'clock AM.

Petty Officers shall wear the following mark of distinction viz. Boatswain's Mate's, Gunner's Mate, Carpenter's Mate, Master at Arms, Ships Stewards and Ships Cooks by an Anchor on the right sleeve of their jackets in winter and Rocks in summer. Quarter Masters, Lieutenant's Men, Captains of Forecastle, Captains of Tops, Armourers, Coopers, Ships Corporal and Captains of the Hold by an Anchor in the same manner on their left sleeve. The Anchor shall not be more than 3 nor less than 2 inches in length, placed half way between the elbow and shoulder upon the front of the sleeve. It shall be white when worn upon a blue garment and Blue when worn on a white garment.

The outside dress clothing of the petty Officers, Seamen, Ord. Seamen, Landmen and Boys shall consist of blue cloth jacket and trousers,

blue Vest, blk Hat, blk handkerchief and shoes  
when the weather is cold - when the weather  
is warm it shall consist of white ~~trousers~~  
and Trowsers, blk or white Hats (as the Com-  
mander may direct) blk handkerchief and shoes.

The Captain of the ~~Head~~ will  
see that the Sweats are washed and hung up  
in the head to dry, as soon as used.

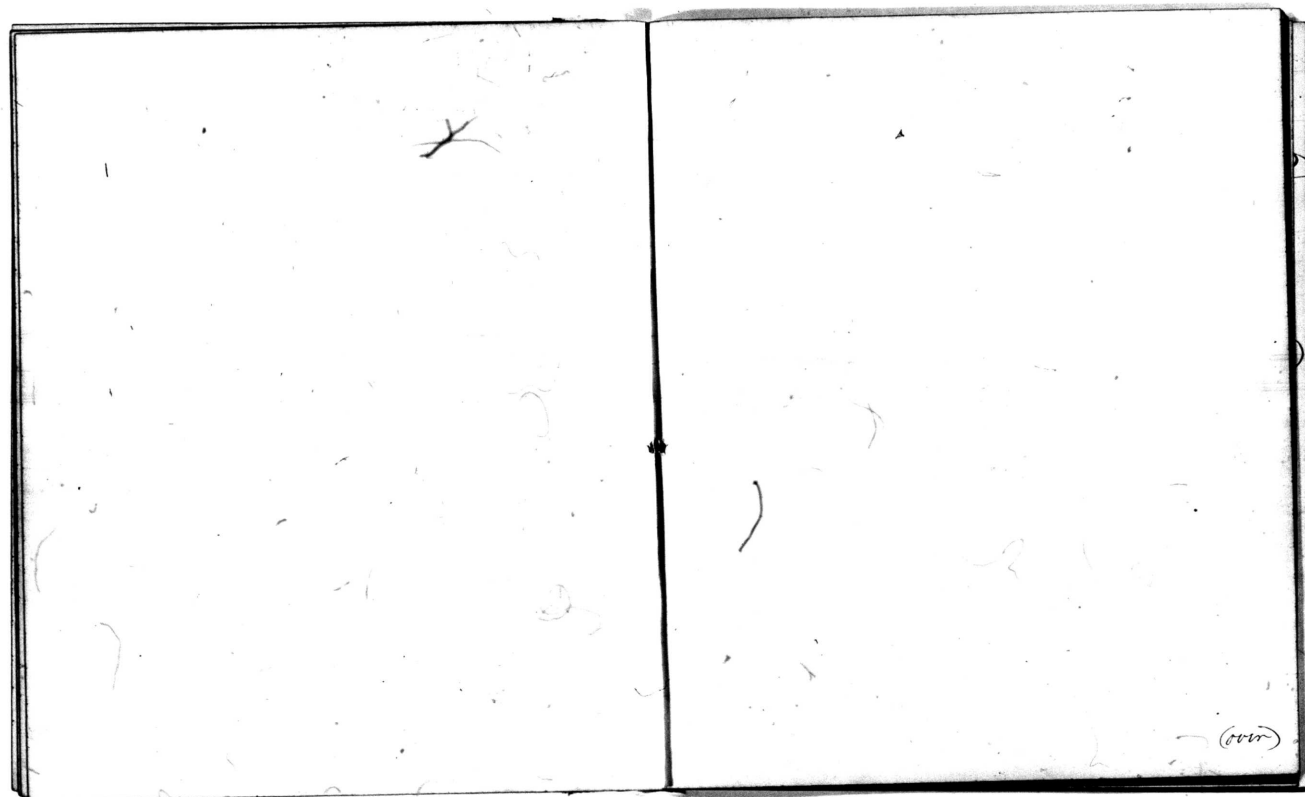
On Saturday afternoons if the  
duty of the ship will permit, the ships compa-  
ny are ordered to mend their clothes.

*J. N. Myman*  
Commander

U. S. Ship John Adams - }  
December 4<sup>th</sup> 1837 }

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## Quarters

When the crew are called to quarters the Officers of the Divisions are to see that their men are all present and sober, and that every thing is in perfect order for action, which they are to report to the commanding Officer.

During an Engagement every exertion must be made to prevent unnecessary noise and confusion, and the strictest attention paid to the orders which may be given from the Quarter Deck.

The Carpenter is to see the Pumps rigged, to sound the pump Well often, and should he discover any unusual quantity of Water in the Well, he will immediately inform the commanding Officer of the same.

We must also have a sufficient quantity of Shot plugs ready for immediate use.

Regulations  
in the event  
of  
Fire.

In case of an alarm of fire, the  
Drum is to beat to quarters immediately,  
where the Crew will await orders.

The 1<sup>st</sup> and 2<sup>nd</sup> Lieutenants  
will visit the place where the fire may be  
and will make immediate reports to the  
Commander.

The Junior Lieutenant will see  
that the Birth-deck Division is ready to assist  
in pumping water.

The firemen to form on both  
Gangways with their fire buckets filled with  
water, and there await orders.

Carpenters to rig and fetch the  
Pumps and to have Axes ready for cutting  
away Bulk-heads, Scuttling Decks &c.

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Boatswain and Sailmaker to examine  
the Store-rooms and report of them.

The Gunner to repair to the  
Light-room scuttle and unlock it, to be  
ready for turning the Water Cock, which  
however is not to be turned without orders from  
the Commander or 1<sup>st</sup> Lieutenant.

The Marines to be in station on  
the Deck and Forecastle, with Arms loaded  
and fixed Bayonets.

Silence and good order to  
be preserved.

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In the event of any person  
falling overboard, whilst underway:

The crew, both Officers & Men  
(with the exception of the Officers having the  
Watches, Men at the Wheel, those temporarily  
stationed on the Lookout, or at Sheet,  
Tacks, Halliards, Bowerhault, Bowed  
Bowlines, Clewlines or Clew Garnets and  
others hereafter specified) are to repair  
at once to the stations assigned in Tacking  
Ship, and there in perfect silence await  
orders — bearings of the person overboard  
to be carefully taken by a Midshipman  
and the Lookouts.

The Gunner Boats crews are  
exempted from the above regulations — they  
are required to repair to and get in their  
respective boats instantly, and to see them  
ready for lowering.

Two Quarter Masters, two Quarter Gunners,

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two Boatswain's Mates and two Seamen  
are to be specially selected for the purpose  
of lowering.

On the first alarm, the Life-  
Buoys, Gratings, Plank, Bars, Ropes or  
other articles calculated to sustain the  
person in the water and which are most  
readily at hand, are to be thrown overboard  
by such Officers or men as may deem  
it acquainted with the accident.

The necessary orders thereafter  
to be given by the Officer of the Deck, the  
1<sup>st</sup> Lieutenant or Commander.

Boats which may be despatched  
at night,

are to be furnished with Lights  
and Rockets and are not to go out of  
sight of the ship or distinct signal dis-  
tance.

The ship is to be hove aback  
without altering her course if at all  
practicable, and it is to be understood  
by those in the boats, that she will  
preserve as nearly as possible the same  
situation or heading until the return  
of the boats, as when they left her.

(over)

'spatched to

with lights  
out of  
great dis-

aback  
at all  
distances  
will  
the same  
the return  
'er

(over)

Salutes to be observed among  
Officers in Boats.

Commodore

Captains and Commanders to lay  
in their Boats in passing, all other Officers  
to toss their Boats.

Captains and Commanders

Commissioned Officers to lay in  
their Boats, Warrant Officers to toss their Boats.

Ward Room Officers

Warrant Officers to lay on their Boats,  
Officers of corresponding rank are to salute  
by touching their Boats.

Loaded boats at all times



all boats during rough weather, to salute only by the Officers and crews of the boats touching their boats.

When boats approach the same Wharf at the same time, the junior Officer is to allow his Senior Officer to land first, the same in going alongside of a ship.

When boats are rowing the same way, the junior Officer must not pass ahead of his Senior, unless upon urgent duty.

### Exercise of Great Guns

Silence,

Cast loose the guns,

Middle the brackings,

Level the guns,

Take out the Tompions,

Take off the Aprons,

Pricks in tube & primers,

Point the gun at the object,

Cock the Lock,

Handle match and lock-string,

Blow the match, stand by,

Fire

Half cock, in vent, sponge,

Load with cartridge powder,

Ram home,

Round shot powder, ram home,

Hammer tackle falls,

Ram out,

Pricks in tube & primers, &c. &c.

over

N.B. Now elevate the Caronades above  
a point blank range, nor double shot them  
without special orders from the Commandg  
Officer of the Ship.

### Loosing Sails.

All hands loose Sails —

(when up & ready)

Aloft Sail-Loosers —

(when up & ready to lay out)

Beat the Call, trim up, lay out & loose (at same time)

(when ready)

Roll off and let fall at third roll —

When Top-Gallant & Royal Yards are  
across, the Loosers stationed on these yards, are to  
lay into the Tops, before the other Loosers are sent  
aloft (wrapping themselves out of sight) and they  
are to lay out of the Tops, at the same time, the  
other Loosers start from the Deck.

### Furling Sails.

All hands furl Sails—

(when up & ready for laying aloft)

Topmen aloft—

Lower-yard-men on the Sheer-poles—

When the Topmen reach the  
lower-fallock-stuffs, the lower-yard-men to lay  
aloft— and when the men are up & ready  
to lay out, the order is to be given to,

Lay out and Furl—

On furling when Top-Sail & Royal Yards are  
across and sails loose, the men stationed on these Yards  
(as mentioned in loading) are to lay into the Tops, before  
the others are sent up— the Royal-yard-men to lay out  
of the Tops when the Topmen are ordered aloft— and  
the Top-Gallant-yard-men to lay aloft with the  
lower-yard-men.

Note. Particular care is to be taken in tying up the  
boom & gear & at the same moment.

### Sending up Top-Gallant & Royal Yards.

All hands up Top-Gall't & Royal Yards—

(If Jack-Blocks are used men Top Gall't & Holland's)

Aloft Top-Gallant-Yard men &c—

Overhaul Lifts & Braces—

Send down Yard-ropes and

(Strike up Jack-Block)

Man yard-ropes & swing out of chains—

(lower-yard-arms not to be above Hammock cloth)

Beat the Call & swing aloft—

Big Hook the yards up & down—

Slide the lifts & braces—

Stand by—

And off at third Call—

Same time)

Hands are  
sent up  
at the  
same  
time, the

Yard Yards.

Yards —  
(Sail & Halliards)

and —  
(Hammoock cloths)

### Sending down Top Gallant & Royal Yards

All hands down Top Gallant & Royal Yards —  
(If Jack-blocks are used man Top Gallant & Halliards)  
Hoist Top Gallant-yardman &c —  
Send down yard-ropes & tripping lines } at beat of Call  
(and trice up Jack-blocks)  
Trice Lifts & Braces —  
Break stops at first Roll —  
Stand by — and away at third roll.

At the order given to Sway, a man from each Top is to lay up to the haul of each Top-sail, to bear the yard clear of the sail — and at the same time hands are to lay from the Deck into the lower rigging, to receive the yards at their respective sides, secure them quickly, and then lay down from thence to from aloft as quick as possible.

Notes. In all cases when the above Regulations are not appointed at the usual hours of either hoisting or hauling down the Colours, Orders from the Officer of the Deck are to be substituted for the Drum Calls.

### Cross Top Gallant Yards & Loose Sails.

All hands up Top Gallant-Yards & loose Sails —  
Lay aloft Top Gallant-Yardman & Sail loosers —  
Overhaul Lifts & Braces and run down Yard-ropes }  
Run the Yard-ropes and boom tricing lines }  
and swing out of the chains —  
Beat the call — — — — — }  
Swing aloft, trice up, lay out & loose }  
(when the Top Gallant-Yards are }  
ready for crossing and the Sails }  
ready to let fall,

Send the Lifts & Braces (Stand by)  
Roll off — cross the yards & let fall the  
Sails at the third Roll —

(or)

If in company with the Commodore, cross  
& let fall at the same time with the Flag  
Ship.

Sails.

cross Sails  
loosens  
in two-rope  
lines

are  
Sails

and by  
to fall the

odors, crop  
with the flag

Birth Deck

Birth Deck

26. S.

Ship

John Adams.

**Collection** \_\_\_\_\_ THE PAPERS OF \_\_\_\_\_

ANDREW HULL FOOTE  
\_\_\_\_\_  
\_\_\_\_\_

**~~Series and/or~~ Container** \_\_\_\_\_

22

**Shelf/Accession No.** \_\_\_\_\_

Private Journal of a  
cruise in the Columbus  
by Madison Rush

20

566  
Pat  
74



The Japanese have a proverb that you cannot dispel a fog with a fan.

Virgil advised the husbandman who removes a plant from one spot to another to mark its bearings in the cots and place it in the same position with regard to the different points of the heaven which it formerly occupied.

Muraheau said he knew of but three ways of existing in society by selling, begging or being paid a salary. Thiers Hist. M. 1854.

Alfred C. C. C. C. C.  
 as per orders of the Board of Commissioners  
 ordered to go by steamer on the 1st of June 1845

Officers of the Columbus when she sailed  
 from New York June 5<sup>th</sup> 1845

Commodore James Biddle

Captain Thomas W. Myman

Commander Thos. D. Selfridge

Steward 1 Stephen Johnston 2 Percival Frayton

3 Oliver Tod 4 Joseph G. Walsh 5 Chas. J. McIntosh

6 Joshua Humphreys 7 James H. Strong

Acting Master Mackintosh Rush Gunner E. J. Gunn

First Surgeon Benajah Tidmore Capt. Surg. G. F. B. Gulliver

Asst. Surg. Saul L. Bryan Asst. Surg. Robt. E. Wall

Chaplain Jos. Newton Professor Modocan Garrahl

Capt. Marines Henry B. Tyler 1st Lt. A. S. Waldron

2 Lt. de Bro. G. Walsh

Pay<sup>tr</sup> Mid<sup>l</sup> Israel G. Wall W. M. Wainwright

Donald M. N. Fairfax A. J. Drake

Midshipmen H. Holbourne W. D. Whiting

Geo. M. Miller Ed. A. Selden Edmund W. Henry

Chas. G. Bayard Mr. B. Stewart J. L. Walker

W. W. Low G. R. Graham L. B. Luce

B. W. Henderson A. H. Vansant

E. F. Blair Clarke Gun. G. R. Robt. Harris Capt. Clerk

Van Kinsalea Hall Boatman

Dibble Carpenter

Boatman Sail Maker

Mr. Robinson Gunner

J. L. Kipper Commanded Clerk W. H. Needles Passes Clerk

Alex<sup>r</sup> H. Crockett Esq. Commissioner to China

His wife are on board, passengers to China

## Amount of Sea Service

In the North Carolina

Nov. 5<sup>th</sup> 36 to July 17<sup>th</sup> 39 = 2 yrs. 8 mos. 12 ds.

Branfordville & Ohio.

From Sept. 17<sup>th</sup> 39 to Aug. 3<sup>th</sup> 41 = 1 " 10 " 17 "

Marion

From Aug. 30<sup>th</sup> 42 to June 5<sup>th</sup> 43 = 9 " 6 "

Princeton

From July 20<sup>th</sup> 43 to Feb. 1<sup>st</sup> 44 = 6 " 8 "

Gunny, afloat

From May 29<sup>th</sup> 44 to Dec. 3<sup>rd</sup> 44 = 6 " 4 "

6 years 4 months 17 days

Other Duty

Philadelphia Rendezvous

From Feb. 7<sup>th</sup> 44 to May 16<sup>th</sup> 44 = 3 mos. 9 ds.

Naval School

From Sept. 29<sup>th</sup> 41 to July 1<sup>st</sup> 42 = 9 " 2 "

Coast Survey, Washington

From Dec. 3<sup>rd</sup> 44 to Apr. 18<sup>th</sup> 45 = 4 " 15 "

1 year 4 months 26 ds.

List of Officers March 31<sup>st</sup> 1847  
 Commodore James Biddle  
 Captain Thomas W. Hyman  
 Commander Thomas O. Selfridge  
 Lieut. Percival Drayton, Henry French  
 Gen. W. Chapman, Bro. R. Randolph  
 Acty. Lieut. Louis M'Lane J<sup>r</sup>. Madison Rush  
 Acty. Master J. M. Wainwright Surgeon B. Dickson  
 Pap<sup>t</sup> & S<sup>t</sup> Surgeon G. F. B. Sullivan. Apt. Surgeon  
 Danl. L. Bryan. Capt. of Marines Henry B. Tyler  
 2<sup>nd</sup> Lieut. of Marines Bro. G. Leath. Chaplain  
 J. M. Henton. Parker E. J. Dunn. Com's Secretary  
 E. F. G. Clarke. Professor of Math. M. Carnall  
 Passed Mid<sup>st</sup> J. M. K. Fairfax. A. J. Drake  
 Bro. C. Feliger J. M. Laniham. Mid<sup>st</sup> J. Whittaker  
 Bro. W. Stevenson. Bro. B. Stewart. Bro. H. Vangant  
 E. A. Selden J. A. M. Lermont. Gustavus Hamden  
 Jonathan Young. Elliott. Johnston. W<sup>m</sup> P. Toler  
 Chas. R. Graham. Stephen B. Luce. A. R. Simmons  
 Boatman Van R. Hall. Gunner ~~Robinson~~  
 Sail Maker Robt. C. Rodman. Carpenter Jas. Little  
 Com's Clerk. Joseph Lewis. S<sup>t</sup> Clerk  
 Acty. Master. Commandant's clerk Aug<sup>r</sup> Kipper  
 Purser's clerk. Wm. H. Needles. Purser's Steward  
 Upham

Lieut. Strong & Lieut. Waldron of Marines went home, in  
 the Saranah. March 1847.

Lieut. Stephen Johnston & Mid<sup>st</sup> J. Whiting Little.  
 Low & Jernst went home in the Levant from  
 Valparaiso in Dec. 1846.  
 Lieut. Randolph joined in Dec. 1846  
 Lieut. Chapman & M'Lane joined in March 1847.  
 Pap<sup>t</sup> & Mid<sup>st</sup> Feliger & M. Laniham & Mid<sup>st</sup> Whittaker  
 Johnston & Toler joined in March 1847

## List of Ward room library

History of the Acquisition - 1 vol.  
 M<sup>rs</sup> Ambrose 4 "  
 Vestiges of Creation 1 "  
 Robert's Miscellanies 2 "  
 De laigne's Reformation 1 "  
 Byron's works 1 "  
 Little's living age 4 "  
 Shakespeare's works 1 "  
 Napier's penitential war 5 "  
 Bonnet's travels in China 1 "  
 Hall's Los Chos Islands 1 "  
 Fragments of travel 1 "  
 Gentry's Journal 1 "  
 French in Algiers 1 "  
 Imagination & fancy 1 "  
 Table talk 2 "  
 History of Consulate & Empire 1  
 American Menaces 1  
 Imprisonment of Ireland 1  
 Lady Lala's Afghanistan 1  
 Oregon Question 1  
 Clontarf lectures 1  
 Letters of Fanny Ellsler 1  
 Lallah Rookh 1  
 Rankin's history of the people 1  
 Riddell's Brazil 2  
 Arnold's works 2  
 Ladies Companion 1  
 Harry Longueur 1  
 Mann's works 1  
 M' Cullock's Gazetteer 2  
 Urquhart's Memoirs 1  
 Macaulay's Miscellanies 1  
 Mrs. Dictionary 5

List of Ward Room Library (Cont <sup>d</sup> )	
Legend to Cox's Dictionary	1 vol
Lyding Smith's works	1
Travels in Germany, China and India	1
Combe on Constitution of Man	1
Steele's Residence in China	1
Madame de Longue	2
Flag Ship	2
Book of the Army	1
China, its State & Prospects	1
Voyages Round the World	1
Nelsonian Reminiscences	1
Scenes in the Pacific	1
Stewart's Sandwich Islands	1
<del>Scenes in the Pacific Ocean</del>	1
Japanese Manners & Customs	1
Lives of early Navigators	1
Court & Camp of Napoleon	1
Service in China	1
Talpouard's Miscellanies	1
Land China	3
Three French Missions	2
Encyclopaedia of Geography	3
Books Voyages	1
Exthem	1

Journal of a cruise in the "Columbus"  
pennant of Commodore James Biddle.

Friday, April 25<sup>th</sup> New York.

This day I reported for duty as Act<sup>g</sup>  
Master of the Columbus. The ship alongside  
the Navy Yard & crew not yet aboard.

April 26<sup>th</sup>

Employed getting on board stores with  
men from the North Carolina.

April 27<sup>th</sup>

Sunday. Did nothing.

April 28<sup>th</sup>

Employed getting stores on board with men  
from the North Carolina.

Apr 29<sup>th</sup> Rec<sup>d</sup> our crew from the North Carolina  
employed as before. Officers came on board  
& joined their messes.

74. Capt. Tho<sup>s</sup> W. Wyman bearing the word

In this Journal the direction of the  
wind is always given by compass unless oth-  
erwise specified.

Journal of a cruise in the Columbus  
of Commodore James Biddle.

At Sea

June 4<sup>th</sup> 1845

We left our anchorage inside Sandy Hook  
at daylight still pushing with a light breeze  
from the W<sup>nd</sup> and by 9 discharged the pilot.

The Vincennes in company & close to us.  
At noon our Lat. was  $40^{\circ}24'$

Long  $73^{\circ}31'$

We untail the Vincennes & have to keep  
the ship's top sail aback, or to spare her  
masts & rigging & "L. Shed" sails to keep company.  
Our deepest draft before leaving  
N. York was  $25\text{ ft } 8\text{ in}$

For "23" 8"

Lower sill of midship post 5 ft.

Springing our the bar off Sandy Hook we ran  
6 lower deck guns for "a" & shifted all the shot  
in the upper decks & at the moment of crossing  
sent the men forward to shoot the then drove

Aft. 24. 8

For "24" 8"

On the bar the least water we had was 27 ft.  
& it was nearly the top of high water.

There are now on board 740 men

53 officers

We have in hand 82,140 galls. of water  
sufficient for 6 months.

And we are supposed to be going to "Rio"

74. Capt. Thos. W. Wyman. bearing the broad pennant

At Sea

June 5<sup>th</sup> 1845

Five masts during the last 24 hours. Steady  
breeze from the S<sup>th</sup>. Still obliged to reduce sail  
for the Vincennes. At noon our Lat. was  $39^{\circ}11'$

Long  $70^{\circ}28'$

I allow here  $\frac{1}{2}$  pt. Westerly variation

The temp. of the water yesterday on Sound  
sigs was  $58^{\circ}$  & at noon to day in the above  
Lat. & Long it was  $62^{\circ}$ . The air at the same  
time being  $66^{\circ}$ .

At Sea

June 6<sup>th</sup> 1845

Moderate breezes from the S<sup>th</sup> & W<sup>nd</sup> and clear  
pleasant weather. Vincennes still lagging  
behind & obliging us to shorten sail.

At 11 P.M. we got in the gulf stream  
being then in Lat  $38^{\circ}32'N$ . Long  $68^{\circ}48'$

Sandy Hook dist 270 miles. The water which  
had been  $65^{\circ}$  rose to  $70^{\circ}$  & then to  $77^{\circ}$ .

At noon our Lat. was  $37^{\circ}52'N$ . Long  $66^{\circ}8'W$ .

I find by comparing our observations with dead  
reckoning that the stream is running nearly due  
East 1.7 knots per hour. If anything it must a little  
(north of East). I allowed  $\frac{1}{4}$  pt. bar West.

By examining the temp. &c it will be found that  
we were 7 hours in the strength of the gulf.  
I think however that we continued to feel it for 3  
days steering with it nearly. We were steering E & by  
S & the stream was probably running to the N & E  
or rather a little N. of E.

Journal of a cruise in the *Vincennes* 14 Capt. Thos. W. Wyman.

At Sea

June 7<sup>th</sup>

At daylight this morning being then on the inner edge of the gulf we had light S. E. winds & rain. At noon our lat. was  $36^{\circ}36'N$ . Long.  $62^{\circ}19'W$ . The gulf had in the last 24 hours set us 30 miles East of our reckoning so that it is running nearly the same as yesterday. Temp. of the water during the day  $73^{\circ}$  air  $69^{\circ}$ .

The signal quartermaster being ordered to hoist from the long pennant & hoist a short night pennant was up by mistake the small ~~night~~ pennant which was made for sea use. The *Vincennes* saluted us immediately with 13 guns. How it must be understood that ~~our~~ Bidelle had studiously avoided hoisting a broad pennant, his annoyance may therefore be imagined at this unfortunate mistake. The luckless piece of hunting was pulled down immediately & four rounds broken.

Sunday, June 8<sup>th</sup> 1845

Light winds from the S. & S. E. & W. Lat at noon  $36^{\circ}13'N$  Long  $60^{\circ}38'W$  by dead reckoning we were 20 miles to the E. and 17 miles to the W. of the observation.

This in a run of 160 miles shows either a current to the E. or some local attraction in the compass. Var.  $\frac{3}{4}$  pt. W.

Average temp. of the water  $72^{\circ}$

do do the air  $70^{\circ}$

At Sea

June 9<sup>th</sup> 1845

Pleasant breezes from the W. and fine weather. *Vincennes* still unable to keep up with us. Lat.  $36^{\circ}19'N$  Long  $59^{\circ}46'W$  by the reckoning we were 21 miles to the E. of the 2<sup>nd</sup> showing a current to the E. or an error of the compass. Var.  $\frac{3}{4}$  pt. W.

Average temp. of the air  $72^{\circ}$  of the water  $71^{\circ}$

At Sea June 10<sup>th</sup> 1845

Lat.  $36^{\circ}43'N$  Variation 1 pt. West Long  $57^{\circ}0'W$

Moderate breezes from the W. and fine weather.

Average temp. of air  $74^{\circ}$

do of water  $72^{\circ}$

At Sea June 11<sup>th</sup> 1845

Lat.  $36^{\circ}28'N$  Long  $54^{\circ}05'W$

Moderate wind from the W. occasional showers of rain. Var. 1 pt. West.

Average temp. of air  $74^{\circ}$

do water  $73^{\circ}$

Saw gulf weed.



Journal of a cruise in the W. L.  
bearing the broad pennant

At Sea June 12<sup>th</sup> 1845

Commenced with fresh breezes from the W<sup>nd</sup> and pleasant weather.

Lat 35° 28' N. Long 50° 49' West.

Exchanged longitudes with the Vincennes and found she was 16 miles to the West of us.

Ended with strong breezes from the W<sup>nd</sup> and thick drizzling weather. Ship made 3 reefs topsails & hauled up fore course.

Vincennes barely visible thru the mist & fog. Telegraphed to us that she had split her main sail & main top sail.

At Sea. June 13<sup>th</sup> 1845

Weather clearing up. Wind from the N.W. & moderate.

Lat 34° 4' N. Long 46° 40' W.

In the afternoon I took a lunar which came out 20 miles to the East of the ship.

Sun from ports shut in all day & gun room very disagreeable. Saw a good deal of gulf weed. Vincennes sailing as badly as ever.

Var 1 1/4 pts. Westerly.

found that the ship sailed 1/2 knot faster with the main all forward. She was 2 feet by the stern when we left port.

Ship Columbus Capt. Thos W. Hyman  
of Com James Biddle

June 14<sup>th</sup> 1845

At Sea.

Light winds from the S<sup>th</sup> and W<sup>nd</sup> and pleasant weather.

Lat 32° 39' N Long 44° 38' West

Lat by DR kept since we left 34° 11' N. 43° 38' West

Var 1 1/4 pts. Westerly. Gulf weed in sight. Took a lunar by day between sun & moon & put the ship 12 miles West of the ship.

June 15<sup>th</sup> Sunday

At Sea

Fine weather wind light from the S<sup>th</sup>

Lat 31° 21' N Long 43° 40' West

Var. 1 1/4 pts. W.

Performed Divine Service Lat DR 33° 00' N Long 42° 20' W

Vincennes' longitude at noon was 43° 52' West

Journal of a cruise in the Columbus  
Bearing the broad pennant

At Sea

June 18<sup>th</sup> 1845

fine clear weather. Light winds from the S. The Captain thinks they are the trade winds.  
Lat.  $29^{\circ}40'N$ . Long.  $43^{\circ}00'30''W$   
Vincennes lagging behind.

Vincennes allowed  $1\frac{1}{4}$  pts. W. Compared  
sailing very badly. We carry main top-  
mast & studding sails both sides when possible  
~~in~~ in preference to fore topmast & sails  
which are not set. We go to quarters and  
expose Vincennes every day.

At Sea. June 19<sup>th</sup> 1845.

Pleasant weather. Light winds from the  
S. & calm. No trade.

Lat.  $28^{\circ}46'N$ . Long.  $42^{\circ}17'W$

Vincennes 9 miles to the West.  
Capt. Paulding dined on board. Had a  
hard days work overhauling & marring  
chains.

At Sea. June 18<sup>th</sup> 1845.

Light air from the S. and calm.  
Quantities of Gulf weed in sight. I think  
that we are in the Sargasso sea.

Lat.  $28^{\circ}26'N$ . Long.  $41^{\circ}31'W$

No trade winds in the afternoon had a  
sharp motion at general quarters.

Delightful weather. Var. 1 pt. West.

Capt. Thos. W. Wyman.  
of Annapolis James Biddle

At Sea.

June 19<sup>th</sup> 1845.

Moderate breezes from the S. & E. and  
pleasant weather. No trade winds yet.

Lat.  $29^{\circ}31'N$ . Long.  $39^{\circ}44'W$

Var 1 pt. West

Abundance of Gulf weed in sight.  
Still in the Sargasso Sea.

At Sea.

June 20<sup>th</sup> 1845

Fine weather. Wind light from the S. & E.  
General sail in sight. Vincennes 10 miles  
Sail 55 days from Batavia. a. S. 100 miles.

Lat.  $29^{\circ}44'N$ . Long.  $39^{\circ}09'W$

Var.  $16^{\circ}10'55''W$

No trade winds.

At Sea.

June 21<sup>st</sup> 1845.

Wind still ahead from S.

Lat.  $30^{\circ}49'N$ . Long.  $38^{\circ}26'W$

A westerly current. Var.  $16^{\circ}17'W$

At Sea.

Sunday. June 22<sup>nd</sup> 1845

Wind very light from S. & E.

Lat.  $30^{\circ}34'N$ . Long.  $38^{\circ}31'W$

Had dinner some 1/2 m. S. Charming weather.  
Vincennes dragging along mail box.

A westerly current.

Journal of a cruise in the U.S. Ship  
Bearing the broad pennant

At Sea June 23<sup>rd</sup> 1845.  
Light winds from the S<sup>W</sup> & E<sup>W</sup>. No sign of  
trade winds.

Lat. 31° 04' N. Long. 37° 18' West  
Pleasant weather. Bar. 1 1/2 pts W.

At Sea June 24<sup>th</sup> 1845  
This day is a ditto of yesterday.  
Lat. 31° 38' N. Long. 36° 18' West

At Sea June 25<sup>th</sup> 1845  
W yesterday, only more calm.  
Lat. 30° 57' N. Long. 36° 03' W.  
A westerly current.  
Bar. obs. 20° 30' West.

At Sea June 26<sup>th</sup> 1845.  
Calm & light air from W.  
Lat. 30° 26' N. Long. 36° 12' W.

A westerly current.  
It is probable that we owe these calms  
& light head winds to having ventured into  
the Sargasso Sea at this season. We have  
now been 10 days in it.

At Sea June 27<sup>th</sup> 1845  
Begin with the same weather. At noon  
got a breeze from the E<sup>W</sup> which I think  
is the trade wind. (they are the trades)

Lat. 29° 47' N. Long. 36° 6' West  
General quarters.

Columbus Capt. Thos. W. Weyman  
of Gen. David Biddle

At Sea June 28<sup>th</sup> 1845  
A moderate breeze from the E<sup>W</sup> and  
pleasant weather. Sailing clouds. We all  
think these winds are the trades.

Lat. 28° 8' N. Long. 35° 33' West  
Took two Lizards by observing the  
distance of the Sun & Moon. One in the morning,  
the other at noon. Long by the 1<sup>st</sup> 1/2 mile  
East of Chas. by the last 7 1/2 miles East of Chas.

At Sea June 29<sup>th</sup> 1845.  
Trade wind from the East. Going 6 1/2 knots,  
delayed by the Vincennes. Picked 3 sail standing  
to the W<sup>W</sup>.

Lat. 26° 11' N. Long. 34° 59' West  
A small quantity of gulf weed in sight.  
Bar. obs. 18° 15' West

Had Divine Service, sermon on Temperance

At Sea June 30<sup>th</sup> 1845.  
Trade wind about 1 pt. North of East. Going 7  
knots, close hauled.

Lat. 24° 16' N. Long. 33° 56' West  
Kept on deck great part of the night looking  
for Combs' wreck. Supposed to lie in Lat. 23° 15'  
Long. 32° 25'. Saw nothing & don't believe in it.  
Bar. 1 1/2 pts W.

At Sea July 1<sup>st</sup> 1845  
Trade wind as yesterday, sometimes at high and  
E.N.E. Ship going 8 knots. Occasional squalls of wind.  
Lat. 22° 15' N. Long. 32° 33' West

Discovered & stopped a leak in the Spirit room, a stream  
the size of a quill was running in & made 20 buckets  
be hauled.

Journal of a cruise in the Columbus  
Lieut. of Commodore James Biddle

At Sea July 2<sup>nd</sup> 1845.

Trade wind from E to ENE. Close hauled  
and going 6 or 7 knots. Weather very cloudy  
Lat. 19° 43' North Long. 31° 11' West.

At Sea July 3<sup>rd</sup> 1845.

Wind from ENE about. Thick cloudy  
weather. Lat. 17° 36' North Long. 29° 27' West

Going 7.8 & 9 knots, a little free. Unceasing  
sails a little better.

At Sea July 4<sup>th</sup> 1845.

Still in the trades blowing from ENE.  
very cloudy. Lat. 15° 8' N. Long. 27° 42' West  
A Westerly current of 30 miles in 24 hours.  
Went to General Quarters for 2 hours.  
No holiday. No splicing men in grace.

At Sea July 5<sup>th</sup> 1845.

Trade wind as yesterday. atmosphere  
thick & hazy. occasionally drizzling.

Lat. 13° 21' North Long. 26° 1' West  
No current.

At Sea July 6<sup>th</sup> 1845.

Last night we lost the trades &  
got instead a light S<sup>th</sup> wind.

Lat. 11° 51' N Long. 24° 89' W.  
buds with calms & heavy rains.

Capt. Thos W. Hyman Bearing the broad

At Sea July 7<sup>th</sup> 1845.

Calms & light winds from the N.W.  
Vincennes almost out of sight.

Lat. 11° 24' North Long. 24° 56' West  
Saw a Spanish Ship standing to the  
N<sup>th</sup> & E<sup>th</sup>. A Westerly current of 17 miles  
in 24 hours. Saw the "Butcher's Cross".

At Sea July 8<sup>th</sup> 1845.

Our N.W. wind of yesterday carried us only  
90 miles & then left us among calms and  
drizzling fog. We have had to day lighter  
and from the S<sup>th</sup> & E<sup>th</sup> and N<sup>th</sup> & E<sup>th</sup>.

Lat. 10° 28' N. Long. 24° 00' W.

A Westerly current of 14 miles. Last night  
we parted from the Vincennes.

At Sea July 9<sup>th</sup> 1845.

Light wind from the S<sup>th</sup>

Lat. 10° 36' N. Long. 23° 15' West and Easterly  
We seem to have had a westerly current.

At Sea July 10<sup>th</sup> 1845.

Light breeze from the S<sup>th</sup> & W<sup>th</sup>.  
An Easterly current. Lat. 10° 7' N. Long. 22° 27' West.  
Lat. 10° 16' West.

At Sea July 11<sup>th</sup> 1845.

A fine breeze from the W<sup>th</sup>. great part of  
the day. Occasional squalls which make a  
fine show but amount to nothing. Some rain  
Lat. 8° 15' N. Long. 21° 55' West.

An Easterly current.

Journal of a cruise in the U.S. Ship  
Bearing the broad pennant of

At Sea July 12<sup>th</sup>  
Light winds from the S<sup>th</sup> Squalls of  
rain, clouds, fog &c.  
Lat. 4° 52' N. Long. 20° 59' West  
An Easterly Current of 34 miles in 24 hours.  
No obs. for Lat. for the last 2 days hence  
we are uncertain whether or not the  
Current sets to the N<sup>th</sup>.

At Sea July 13<sup>th</sup> Sunday.  
Light winds from the S<sup>th</sup> Squalls, a  
read sea. Lat. 5° 7' 18" N. Long. 20° 40' W.  
We have been set 30 miles to the N in  
the last 2 days & 38 miles to the  
E<sup>th</sup> in the last 17 hours.

At Sea July 14<sup>th</sup> 1845  
Light variable winds, but mostly from the  
S<sup>th</sup> and equally. A good deal of rain.  
Lat. 5° 34' N. Long. 20° 37' West.  
We have had a NE Current of nearly  
a knot an hour.

At Sea July 15<sup>th</sup> 1845.  
Wind as yesterday, weather the same.  
Lat. 5° 34' N. Long. 20° 11' West.  
Current setting NE by E 1 knot an hour.

At Sea July 16<sup>th</sup> 1845  
Wind from the S<sup>th</sup> and thick rainy weather.  
Lat. 5° 26' N. Long. 19° 55' W.

Columbus. Capt. Thos. W. Wyman  
Commodore James Biddle.

At Sea July 17<sup>th</sup> 1845.  
Wind from the S<sup>th</sup> thick cloudy weather.  
Lat. 5° 45' N. Long. 19° 28' W.  
The Current to day & yesterday has set  
nearly East. about 1 mile an hour.

At Sea July 18<sup>th</sup> 1845  
A fine breeze from the S<sup>th</sup> or S by E. During  
the 24 hours the Commodore stood, the 10<sup>th</sup>  
leading W. 1/2 N. & going 7 knots & in consequence  
he has I think run thro' the foggy Squalls,  
where we have been hum-bugging for the  
last week. His crew has me standing at all  
to the E<sup>th</sup> when in 21° or 22° long. I would have  
stood on the other tack if I had made nothing  
by it.  
Lat. 3° 49' North Long. 21° 23' West.  
Lat. at 9 AM by bar. Alt. of Antares 3° 03' North.  
I have found the Current the last 24  
hours. The weather is clearing up, and we have  
every prospect of taking the SE trades tomorrow.  
Went to General Quarters and had a  
bills action.

At Sea July 19<sup>th</sup> 1845  
We have the SE trades & have left the  
NE current & foggy neighborhood of Africa.  
The same breeze which we had day before  
yesterday from South had hauled into the  
trade so that I consider we hold it in  
4° North & 21° West.  
Lat. today 1° 40' N. Long. 23° 30' West.  
A Westerly current 20 miles in 24 hours.  
Fine bright weather.

Journal of a cruise in the U.S. Ship  
bearing the broad pennant  
At Sea July 20<sup>th</sup> 1845 Sunday.

Trade wind from ESE & SE by E. Fine weather  
we crossed the line to day in 24<sup>th</sup> West Long.

Lat. 2°49' South Long. 24°41' West.

A Westerly current of 23 miles in 24 hours  
with a little northing in it.

At Sea July 21<sup>st</sup> 1845

Trade winds from ESE. A Dutch ship ~~pass-~~  
ed us. We trimmed ship with the crew  
forward & crew aft. but it would not do.

Lat. 2°53' South Long. 25°47' West

A Westerly current of 12 miles in 24 hours.  
Fine weather.

At Sea July 22<sup>nd</sup> 1845

Trade wind from ESE. A rough sea but  
fine weather. No current.

Lat. 3°28' South Long. 26°51' West

At Sea July 23<sup>rd</sup> 1845

Trade wind fresh from SE. a rough sea & light  
weather. Lat. 8°28' South Long. 28°30' West.  
We made in the last 24 hours 217 miles  
which is the best we have yet done. Var.  $\frac{1}{2}$  of  
a pt. W.

At Sea July 24<sup>th</sup> 1845

Trade winds as yesterday. We made 216 miles.

Lat. 11°21' S Long. 30°51' West

At Sea July 25<sup>th</sup> 1845

Trade wind fresh from ESE & sometimes East.  
Some rain & squalls. Made 213 miles.

Lat. 14°10' South Long. 32°43' West

Columbus. Capt. Thos. W. Wyman  
of Commodore James Biddle.

At Sea July 26<sup>th</sup> 1845

Trade wind as yesterday. Made 217  
miles & mapped two top. west. S.S. sound.  
Some rain. Lat. 17°45' S Long. 34°37' West

At Sea Sunday July 27<sup>th</sup> 1845

Last night we lost the trades & got a NE  
wind so rather they hauled to SE. We are  
now not going so fast.

Lat. 19°44' South Long. 36°46' West

Long. by Lunar 36°51'30" West

A northerly current of 10 miles.

At Sea July 28<sup>th</sup> 1845

Wind from the NE & fine weather.  
We all last night looking for land, it being  
250 off. Lat. 21°20' S Long. 38°44' West

Long by Lunar 38°38' West

An easterly current of 12 miles in 24 hours.  
Anchored frequently with the patent lead. No bottom  
at 80 fms.

Off Rio July 29<sup>th</sup> 1845

We made Cape Rio at 2 o'clock to day. It was  
first seen about 27 miles off. The day had not  
very clear or we might have seen it earlier. Our  
chronometer came out quite well. Our lat at noon  
was 23°19' Long. 41°02' We were set to the S<sup>th</sup> of the  
Cape by a northerly current of nearly a knot all  
hour experienced last night & yesterday. The wind still  
held at N by E. fine weather. From Cape Rio to  
Rio the course is about West. The light on Rio  
Island is visible. ~~at 11 AM~~ we saw it about 15  
miles off.

Journal of a cruise in the U.S. Ship  
bearing the broad pennant of Com.

Columbus, Capt. Thos. W. Myners  
James Biddle.

This January July 30<sup>th</sup>

About 2 o'clock we got the ~~signal~~  
hoys & by 4 were anchored in the  
lead laid to all night & drifted  
some miles South of Rapa Island.

We found the Broadly name, St. Louis  
A Perry here on their way home.

This January July 31<sup>st</sup>

Rec'd visits from the different points  
here & first general salute. The Vincen-  
ces arrived. She went to  $17^{\circ}30'$  West-  
took sights for setting chronometer at  
Rapa Island. Lat.  $22^{\circ}55'$  S. Long.  $2^{\circ}52'24''$

Journal of a cruise in the U.S. Ship  
bearing the broad pennant of Com.

August 17<sup>th</sup> 1845

At day light sailed from Rio Vincennes in company draft aft 25 ft. 5 in. For 23 ft. 3 in. Wind NE. Fine weather, a rough sea.

August 18<sup>th</sup>

Lat. 26° 23' S. Long. 40° 42' West. Last night he parted from the Vincennes having come out of sight of her. We sail very well. 230 miles last 24 hours. A SW current of nearly a mile an hour. A hammock in the lee nettings caught fire. August 19<sup>th</sup>

Lat. 28° 46' S. Long. 37° 30' W. a SW current about the same as yesterday. Fine weather. Made 230 miles. Wind from NE & E.

August 20<sup>th</sup> 1845

Wind & weather as yesterday. Lat. 29° 46' S. Long. 34° 53' W. A current W & W more than a mile an hour.

August 21<sup>st</sup> 1845

Lat. 30° 03' South. Long. 32° 37' West. Ran by log 121 miles. Wind from the N. & pleasant weather. Temp. of the air 68°. Water 68°.

Columbus. Capt. Thos. W. Wyman.  
James Biddle.

August 22<sup>nd</sup> 1845

Lat. 30° 29' S. Long. 30° 01' W. a westerly current of 25 miles. Fine weather. Wind N & E. Temp. of air 68°. Bar 5" W. Cape pigeons in sight.

August 23<sup>rd</sup> 1845

Lat. 30° 55' S. Long. 26° 14' W. Wind from NE & E. & fine weather. Made 204 miles. Current  $\frac{1}{2}$  mile per hour W. Bar.  $\frac{1}{2}$  pt. W.

August 24<sup>th</sup> 1845

Made 244 miles by log. Current 32 miles W. in 24 hours. Lat. 31° 39' S. Long. 22° 10' West. Temp. of air 68°. Fine weather & clear sky. Wind about N & E by S. Bar 6  $\frac{1}{2}$  pt.

August 25<sup>th</sup>

Lat. 32° 12' S. Long. 19° 44' W. Current 16 miles West. Wind about N & E by E. Fine weather, but occasional rain. Made 140 miles. Weather looks changeable.

August 26<sup>th</sup>

Made 135 miles. Lat. 33° 37' S. Long. 17° 54' West. Current 16 miles. Wind about E & N & E & fine weather, but cool to us. The thermometer 60°. Cape pigeons beginning to crowd around us.

August 27<sup>th</sup> 1845

Made 99 miles. Wind from NE. Ends with calm. Lat. 34° 19' S. Long. 18° 35' West. Current W by S 16 miles. Cloudy sky & occasional drizzle.

August 28<sup>th</sup> 1845

Made 90 miles. Found a westerly current of 16 miles. Lat. 35° 35' S. Long. 16° 12' W. Wind about East. Cloudy weather with occasional showers. A very heavy swell from the E.



Journal of a cruise in the U.S. Ship  
Bearing the broad pennant of

August 29<sup>th</sup>

Made 121 miles. Cold cloudy weather with occasional rain. Lat.  $36^{\circ}57'S$  Long.  $14^{\circ}22'W$ . a westerly current of 6 miles. First part of the day a swell from the E. ends with a smooth sea. Wind N.E. by E. Temp. of the air  $58^{\circ}$ . Albatrosses began to be seen.

August 30<sup>th</sup>

Fine weather, wind N.E. by N. Made 204 miles. Lat.  $38^{\circ}16'S$  Long.  $10^{\circ}42'W$ . Current West 16 miles. Passed Tristan d'Aunha but weather not clear enough to allow it to be seen at the distance we were, about 80 miles. Thermometer  $53^{\circ}$ .

August 31<sup>st</sup> 1845

Made 174 miles. Wind about W.E. Thermometer  $53^{\circ}$ . Lat.  $38^{\circ}42'S$  Long.  $7^{\circ}12'W$ . No current. Fine weather & clear sky. Var.  $20^{\circ}W$ .

Sept. 1<sup>st</sup> 1845

Made 186 miles. Lat.  $38^{\circ}48'S$  Long.  $3^{\circ}56'W$ . Found a current of 48 miles W. in 30 hours. Wind about N.E. Temp. of air  $49^{\circ}$ . Var.  $16^{\circ}21'W$ .

Sept. 2<sup>nd</sup> 1845

Made 165 miles. Found a current of 21 miles West in 24 hours. Wind about N.E. Temp. of the air  $49^{\circ}$ . Lat.  $38^{\circ}47'S$  Long.  $00^{\circ}24'W$  Var.  $16^{\circ}21'W$ . Cloudy weather & bar. falling. One or two sail in sight standing the same way as ourselves.

Columbus. Capt. Thos W Wynne.  
Commodore James Biddle.

Sept. 3<sup>rd</sup> 1845

Made 186 miles. Wind, about N.W. & fresh. Dark weather. Lat.  $38^{\circ}20'S$  Long.  $2^{\circ}49'E$ . Current 20 miles West. Var.  $1\frac{1}{2}$  pts. Ends with rough sea & strong breeze. Under double reefed topsails. Seven sail in sight.

Sept. 4<sup>th</sup> 1845

Commenced with wind N.W. & at 11 a.m. the wind suddenly shifted to W.S.W. ship going 9 knots before & after the change. It was raining at the time & the bar during the last 4 days had fallen 1 inch. Lat.  $38^{\circ}47'S$  Long.  $7^{\circ}36'E$ . A W. current of 20 miles. Made 240 miles. Commenced with clouds & rain. But after the change of wind it turned cold clear & dry. Ther.  $47^{\circ}$ .

Sept 5<sup>th</sup> 1845

Made 180 miles. Lat.  $38^{\circ}32'S$  Long.  $11^{\circ}14'E$ . a current of 10 miles West. Var. S.W. wind only lasted about 14 hours when it became variable & finally N.E. Cloudy & cold. Ends with N.W. wind.

Sept 6<sup>th</sup> 1845

Made by log 196 miles 26 of which we lost by a W. current. This current is now indicated by a diff. of  $7^{\circ}$  in the temp. of the air and water. Water  $61^{\circ}$  Air  $54^{\circ}$ . Lat.  $38^{\circ}42'S$  Long.  $15^{\circ}01'E$ . Wind from the S. & S.W. with passing clouds. Var. (taken from Beaufort's) 2 1/2 pts. W.

Journal of a cruise in the

Frigate, Rio de Janeiro to

Sept 7<sup>th</sup> 1845

Made by log 166 miles & experienced a current of 2 1/2 miles an hour setting NW by W.

Wind about SW. Temp of air 50° Water 50°

Lat. 38° 8' Long. 17° 25' Clear weather.

Sept 8<sup>th</sup> 1845

During this day we had light breezes from the S & W and part of the morning a calm. A very heavy swell from the SW & W. Lat. 39° 35' Long. 18° 35' East. Found by good obs. The current setting 2 1/2 West 42 miles in 24 hours. At one time the diff. of temp. between air & water was 18°.

The air being 51° Water 69°. These currents setting NW & SW & W. are noticed in the Narrative of the Ex. Ex. Parting clouds & pleasant weather.

Var. 2 1/2 pts West. The wind sometimes hauled suddenly & it fluctuated between SW & NW, being light & always hauling aft it did us no harm.

Sept 9<sup>th</sup> 1845

Fine breezes from the S & pleasant weather at the commencement of this day. At noon Lat. 39° 17' Long. 22° 10' East. Current NW by W 10 miles in 24 hours. Temp. of air 62° Water 63°. Barometer has fallen in the last 2 days from 30.3 to 29.4 & the weather looking threatening we have reefed & are now under double reef. Main ~~three~~ three reefed fore topsails & whole foresail. It blew very fresh at sundown. At one time we went 13.6 (under J. G. sail) & whole fore topsails. My topsail close reefed & fore J. G. sail reefed. Whole courses & jib on her. The wind is about NW by N.

Var. 6 1/2° 30° 32' West.

Columbus. 74. Capt. Thos. W. Wyman  
the Straits of Lunda.

Sept. 10<sup>th</sup> 1845

Our gale from NW continued to blow all night keeping us under the low sail I have mentioned. The wind was gusty & sometimes blew very heavily for a few <sup>minutes</sup> ~~minutes~~ At 3 AM it died slowly wind just W. then SW & it began to clear up. By 11. we had the main J. G. sail & a in her. Lat at noon 39° 15' Long. 27° 27' East. In the 24 hours preceding this noon we made by log 243 miles & made it good by obs. thus proving no current. When the wind changed the bar. commenced rising. She is now <sup>(S. S. S.)</sup> under myals & fore topsails. S. sails going 9 knots & rolling, notwithstanding the sea being by no means calm as yet.

Sept. 11<sup>th</sup>

Commenced with wind from NW. Made 211 miles. Lat. 38° 51' N Long. 31° 46' East. Ends with wind from N. Temp. of air 62° Water 62°. Var. 2 1/4 pts West. A large ship in sight all day.

Sept. 12<sup>th</sup>

Made 247 miles & arrived at 10 miles by log. Wind N. & N. E. Lat. 38° 42' Long. 37° 10' E. Cloudy weather.

Sept. 18<sup>th</sup>

Begins with wind at yesterday. Ends with heavy blow from SW. Under double reefed topsails. Going 10 & 11 knots. Made 239 miles. Lat. 39° 15' S Long. 42° 10' East. Temp. of air 52°. (This is owing to the SW. wind) Water 62°. Var. 6 1/2° 29° 30' West.

Repeated the log of Cape of Good Hope

Journal of a cruise in the "Columbus"  
From Rio de Janeiro to

Sept. 14<sup>th</sup>

Made 234 miles. Lat.  $38^{\circ}54'$  Long.  $46^{\circ}41'E$   
Wind from the S.W. and a heavy swell  
from the same quarter. Bar.  $28.42'$  West-  
Tem. of air  $49^{\circ}$  Water  $60^{\circ}$ . Clear sky & pleasant  
weather. Current North  $62^{\circ}W$ . 24 miles.

Sept. 15<sup>th</sup>

Began light breeze from S.W. Ends with strong  
breeze from the N. Lat.  $39.03^{\circ}S$  Long.  $48^{\circ}46'E$ .  
Current S.  $63^{\circ}W$  27 miles in. 24 hours. Cloudy.

Under double reefed topsails

Sept. 16<sup>th</sup>

Commenced with a gale from the N.W. Lfth the  
foremast. At daylight saw a Dutch barge  
quite near us, under a close reefed main topsail.  
The gale gradually hauled to S.W. & moderated  
having lasted 15 or 18 hours. No observation to day.  
At 4 by log the run 246 miles & at noon was in  
Lat.  $39^{\circ}18'S$  Long.  $54^{\circ}08'E$

Sept. 17<sup>th</sup> 1845

Began with moderate breeze from S. Made  
216 miles. Lat.  $38^{\circ}54'$  Long.  $58^{\circ}28'E$ . Bar.  $26.42$ .  
Ends with heavy breeze from the S.E. & rain.  
Dutch barge "Endracht" near us all day. In  
the evening she sailed round us. No current.  
Ship under treble reefed fore & main topsails &  
single reefed courses. Close reefed miz. topsail. Fore  
storm staysail, fore & main trysails & fore topmast  
staysail.

74. Capt. Thos. W. Wyman  
the Straits of Brazil

Sept. 18<sup>th</sup>

A gale from the S.E. laying to under close  
reefed main topsail. Storm riggen fore & main  
trysails & fore storm staysail. Dutche barge to  
windward, laying to under main topsail.

Made 116 miles. Lat.  $37^{\circ}42'$  Long.  $60^{\circ}16'E$ .

The <sup>Quint</sup> boat was made before we laid to which was at  
12 last night. We have now been laying to about  
20 hours with the ship's head to the E. It blows  
very hard in puffs with some rain.

Sept. 19<sup>th</sup>

The gale continued to blow until about 3 o'clock  
to day making about 36 hours, when it mod-  
-erated. The wind is now from the ~~west~~ sea going  
down. Lat to day  $37^{\circ}32'$  Long.  $62^{\circ}39'E$ . Made 175  
miles. We have put up J. S. yard and are turning  
out masts.

Sept. 20<sup>th</sup> 1845

Moderate breeze from the S.W. S.E. Clear sky &  
pleasant weather. Made 88 miles. Lat.  $37^{\circ}21'S$  Long.  $64^{\circ}14'E$ .  
Dutche barge "Endracht" near us. Breeze to leeward and beating  
us.

Sept. 21<sup>st</sup>

A lovely morning. Smooth sea & light sky. Wind  
S.W. & light. Made 163 miles. Lat.  $37^{\circ}32'$  Long.  $67^{\circ}00'$ .

Had Divine Service. The Dutche man ahead & spanning  
us. Royal J. S. stern sails &c. Experienced a current  
setting N.  $52^{\circ}W$ . 26 miles.

Sept. 22<sup>nd</sup>

Wind W.N.W. & pleasant. Made 121 miles. Lat  $38^{\circ}1'$   
Long  $69^{\circ}21'E$ . Dutche man ahead. Tem. of air  $60^{\circ}$   
Bar.  $22.22'$  West. No currents.

Journal of a cruise in the  
 Iron Rio de Janeiro

Sept. 23<sup>rd</sup> 1845

Made 177 miles. Wind about S.W. & pleasant  
 weather. Lat 37° 33' S. Long. 72° 52' East.

Sept. 24<sup>th</sup>

Wind from the S. & light. Lat 37° 29' Long 76° 09'  
 At half past 5 P.M. ~~we~~ discovered the Island of  
 Amsterdam bearing S.E. by S. The Chronometer made  
 it distant 69 miles. Assuming that we were in  
 Lat. 37° 28' & the island in 37° 52' & the true bearing  
 to be S.E. by E. its distance had 5.6 (miles).

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Assuming the dist

Long at 5<sup>h</sup> 50'

Long at 5<sup>h</sup> 50'

Long at 5<sup>h</sup> 50'

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Long at 5<sup>h</sup> 50'

Long at 5<sup>h</sup> 50'

Sept. 25<sup>th</sup> 1845

Light air from the W. all day. Amsterdam  
 plainly in sight. When due North of it (true bearing)  
 my Chronometer gave 77° 31' 30". It is a rugged  
 small island high in the middle, 2760 feet is its  
 altitude as given in Rapin's Navigation.

Lat. at Noon 37° 11' Long. 77° 26' E.

Lat. 37° 19' 22" West. A lunar gave the long. of  
 Amsterdam 77° 43' 15"

Amsterdam bearing

Dist. 40 miles.

True bearing

Columbid 74. Capt. Thos W. Hyman  
 to the Straits of Anada.

Sept. 25<sup>th</sup> cont<sup>d</sup>

May not the diff. between our Chas. & Harsburg's  
 long arise from the 2 islands being in different  
 longitudes. It is worthy of remark that all the  
 observations in which Harsburg relies have taken  
 near the Southern island. Now it may be a mist  
 taken to suppose that they are due North & South.  
 Or they may have been put down in that position  
 from the fact of them bearing N. by compass  
 which they would just do if the S. island be in  
 77° 52' & the N. in 77° 30'. This explanation is very  
 reasonable & will account for some Navigators making  
 them in 77° 27'.

Sept. 26<sup>th</sup>

Wind from the S.W. & fine weather. Made 168  
 miles. Lat 37° 30' Long. 80° 33' East. We have been  
 steering S.E. & S.E. by E. for the last 24 hours. I think  
 we getting too far East. The ship which was  
 in company with us for a long kept away from  
 us after making Amsterdam & in consequence  
 is out of sight. He is Dutch & no doubt knows the  
 way.

Sept. 27<sup>th</sup>

Wind from N.W. giving 89 km. to steering S.E. & N.  
 Made 179 miles. Lat. 36° 31' Long. 83° 20'. A vessel ahead  
 steering the same course as ourselves. Bar. 16° 30' West

Sept. 28<sup>th</sup>

Wind about N. Made 229 miles S.E. by E. (steering  
 S.E. by N.) Lat 36° 49' Long. 87° 45'. Bar. 16° 14' (mean  
 of 12. & temp.) Fine weather & smooth sea. A sail in  
 sight ahead. I presume the same that had  
 preceded us so long.

V. S. S. Columbus. Journal of a cruise  
from Rio Janeiro  
Sept. 29<sup>th</sup> 1845.

Wind ahead. from the N<sup>W</sup>. Made 272 miles  
steering E. Lat. 34° 21' Long. 91° 50' West

Sept. 30<sup>th</sup> 1845

Commenced with the same foul wind and  
yesterday & rain. In the afternoon it lamed to the  
N<sup>W</sup>. Lat. 34° 21' Made 108 miles. Lat. 33° 41'  
Long. 93° 30' East. Var. 5° 11' 54' West

Oct. 1<sup>st</sup> 1845

Fine breeze from the S<sup>W</sup> and pleasant weather  
Lat. 31° 22' S. Long. 94° 54' East. Made 164 miles  
steering N.E. by N. I think there is a <sup>slight</sup> ~~slight~~  
current here of 1/2 mile an hour.

Oct. 2<sup>nd</sup> 1845

Light air from the S<sup>W</sup>. Lat. 29° 10' S. Long.  
95° 53' East. A ~~slight~~ <sup>slight</sup> current of 18 miles.

Var. 1/2 N. W. steering N.E. & E. cloudy weather.

Oct. 3<sup>rd</sup> 1845

Calms & light air from the S<sup>W</sup> & E.  
Made 60 miles steering N.E. & E. Lat. 28° 6' S. Long.  
96° 5' East. A small current setting to  
the N<sup>W</sup>. <sup>the current in here has been for the last 2 days</sup>  
Var. 10° 52' West.

Oct. 4<sup>th</sup> 1845

Begins calm. About noon a fine breeze from  
S<sup>W</sup> & E. Made 55 miles N.E. & E. Lat. 26° 57' Long. 96° 17'  
Var. 6° 8' West. Current setting North 16 miles

Oct. 5<sup>th</sup> 1845

A fine breeze from S.E. Lat. 24° 9' Long. 96° 58'.  
No current. Saw Head 1150 miles off. bearing  
N. 25° East. Var. 8° 50' West.

to the E. Indies & China  
to the Straits of Sunda.

Oct. 6<sup>th</sup> 1845

Wind about E.S.E. going 8 or 9 knots. Lat. 21° 32' S.  
Long. 97° 42' E. Long. by lunar 97° 26' E. Var. 5° East.  
Pleasant weather & the atmosphere so clear  
that the planet Venus has been distinctly in  
sight for a day or two when the Sun was  
45° high. We have had since <sup>leaving</sup> ~~leaving~~ the Cape  
of Good Hope some splendid seen sets, they surpass  
any I have seen. Current S. 73° W. 27 miles.

Oct. 7<sup>th</sup> 1845

Fine breeze from E.S.E. during the night. Lat. 18° 9' S.  
Long. 98° 35' East. Current West a little North by  
43 miles. Temp. of Air 70° Water 72°

Oct. 8<sup>th</sup> 1845

Wind from E.S.E. sometimes hauling a little N.E.  
during our signals. Lat. 15° 00' S. Long. by Chron. 99° 20' E.  
Long. by lunar 99° 16' 15" E. (The Sun at noon W. of the Moon  
& my Chron. came out West of the Chron. The last time  
that the Sun was East the Chron. came out East, a  
fact worth noting. My lunar of Oct. 6<sup>th</sup> agreed with this  
thing & Mr. Marshall's de Whimble.) Current West a little  
North by 41 miles. Temp. of Air 75° Water 74° Var. 1° West

Oct. 9<sup>th</sup> 1845

Wind as yesterday. Minus the squalls. Fine  
weather. Lat. 12° 29' S. Long. 100° 34' East. Current  
N. 78° West 44 miles. Temp. of Air 79° Water 79°

Oct. 10<sup>th</sup> 1845

Wind E.S.E. Lat. 10° 18' Long. 102° 04' Fine weather.  
Current West 41 miles. Boat-chairs &c. Weather hot.

Oct. 11<sup>th</sup> 1845

Light breeze from S<sup>W</sup> & E. and N<sup>W</sup> & W. some rain.  
Lat. 8° 20' S. Long. 103° 42' East. Current W. 36 miles  
Saw a frigate says he saw some sea snakes  
in the water 2 fathoms long.



Journal of a cruise in the "Columbus 74"  
Papage from Rio de Janeiro

Sunday Oct. 12<sup>th</sup> 1845

Calms & light variable and all day, with pre-  
-sistent rain. Land birds in sight. Lat.  $7^{\circ} 46' S.$   
Long.  $104^{\circ} 3' East$ . No current  
12 12

Oct. 13<sup>th</sup>

Weather at yesterday, extremely hot. Lat  $7^{\circ}42'$   
Long.  $104^{\circ}11'E$ . Had the sun exactly vertical at  
noon. No current. Heavy rain occasionally.

Oct. 14<sup>th</sup>

Early this morning we had a heavy squall  
from the N. & during the rest of the day the  
wind from the E. At 10. AM we made the land,  
Palambang Pt. & the land to the E. Some of the  
land is so low that not seeing it between 2  
ranges of high land the place was thought by  
many to be the entrance of the Straits & they were  
not satisfied of the contrary until Sundown when  
we saw the low land connecting them. A  
strong current to the S. of Pt. A. Dutete varies  
in height. Lat.  $7^{\circ}29'$  Long.  $105^{\circ}5'$  East.

Oct. 15<sup>th</sup>

All day in sight of land, standing towards Palawan Bay against a strong current. Several sail in sight standing in towards the Straits. Lat.  $7^{\circ} 15' S$  Long.  $105^{\circ} 25' E$  - Current  $S 81^{\circ} E$  - 65 miles. Winds  $W \& N$  and  $E$  - Temp air  $83^{\circ}$  Water  $85^{\circ}$

bearing N<sup>W</sup> 1/4 N. per compass: distant about 30 miles. / A. High Canal East of Palamung

W. by N a little N by - 25° / B. B. Low land not <sup>rising</sup> rising

It is distant about 20 miles. distance, causing the appearance

Supposed to be true on Clapp Island. of a passage between 2 islands

Java had just risen into sight. (This is a most singular way to see the land.)

<sup>2</sup> Approximate position of Palembang print, <sup>(about Palembang)</sup> <sup>Pt.</sup>

to the East Indies, & hence of  
to the Straits of Sunda.

Oct. 16<sup>th</sup>

During this day we had light breezes from the E & S by E. about daylight we came in sight of Princess Island having steered to the N. all night hauled up to N.W. & finally to North, but lat at noon was  $63^{\circ}3'S$ . Long.  $104^{\circ}52'E$ . Current during the last 24 hours S.  $63^{\circ}$  East 57 miles.

Island of Bontoe, Straits of Sunda, Lat.

long,



<sup>27</sup> Bearing NNE per compass

" " NE  $\frac{1}{4}$  " " " distant about 20 miles,

At about half past 12 discovered the island of Sumatra & stood with the straits. The breeze continued light & at 11 P.M. he anchored near the Java shore in 27 fms water with 80 fms chain. The wire between 3<sup>rd</sup> & 4<sup>th</sup> pts. near 3 point

Oct. 17<sup>th</sup> 1845

Wind and weather as yesterday. Ther. 88° Water 87°  
At half past 7 we got underway & stood on with a light  
breeze, several sail in sight. At Sundown we came  
to about 2 miles from Anger in 22 fathoms water,  
dropped to 90 fathoms. Found the Queennet here, she  
arrived ~~here~~ 48 hours ago. Two chromolutes came  
out very well we came within 1 mile of Bonwick's  
bay of Chocktoa & another within 5 miles



Journal of our doings at Batavia  
"Batavia"

One North of Batavia 10 miles off. We find a Salute of 15 guns & high good bye to the "Broom". It was an awfully hot day, no wind & ther. 111° in the Sun. Passer comes hint to "Batavia" in the Steam. But no other off. - or was allowed to leave. He was in 13 fathoms water with islands all round us.

Oct. 24<sup>th</sup>

A hot shade day. Nothing doing.

Oct. 25<sup>th</sup>

Took Chronometer sight at Edam Island. Long. 77° 23' E. Lat. 5° 57' 25" S. from Horsburg's chart Yesterday & to day we received a tank of water 11,500 galls in all, it seems to be quite good. We have hired 11 "Malays" as a crew for me of our boats. 40 cents a day is their regular pay but we being so far off have to give them 80 cents. A few officers visited Batavia. One returned

Oct. 26<sup>th</sup> Sunday

The Vincennes arrived having followed us leisurely from "Angel". Mr. Gamall makes the variation at Edam 2° 28' East. Rec<sup>d</sup> 12,000 galls of water in 1 tank & 2 boats with casks. Ther. 83° We call all hands at sunrise, & go to breakfast afterward wash decks &c. In the middle of the day we do no work from 11 till 2 & from 2 till 4 we have been giving the men dinner for the last few days. We get here "Mangusteen" "Banannos" "green cocoa nuts" of which the milk only is taken. "green oranges," a kind of Skadoch called "pump-sin," "pump-sin" which have part of "bam skin" & look like a plum. Pine apples are here but interdicted by the Captain.

in the "Lee Columbus" Under Comd. Hyman  
Batavia

Oct. 27<sup>th</sup>

Calm & cloudy & warm. Rec<sup>d</sup> 7,800 more galls of water. Preparing for sea. Discharged our Malay boats crew. The Passer comes of from Batavia. Many of the Officers have laid in Coffee Six<sup>ty</sup> dollars for a bag containing 100 lbs.

Extract from Horsburg.

Directions to sail from Batavia to the Straits of Salagen.

Departing from Batavia in the NW (monsoon) & bound to the Straits of Salagen, when clear of "Edam" steer E by N 1/2 N for some time in order to pass well to the N of Runkins Island or Shoal, this is more necessary during thick weather when observations for Lat are not obtained because the current sets sometimes E. & ward. This danger is situated about 30 leagues E of "Edam" with Pulo Rakit to the S.W. of it nearer the Java Shore. If the water be increased to 30 fms you will pass to the N of Runkins Island or Shoal, at a reasonable distance there are runfalls of 20 & 26 fms. nearly close to it, therefore do not run under 28 fms. when passing in the night.

Carpenter Java.

See Lat. 5° 50' S. Long. 110° 34' E. measured by Lho. from Batavia. is a high island with an elevated hill in the centre, bearing from Edam E. a little Northw. dist. about 73 leagues. Approving to it are several small island & rocks. One, a flat woody island is distant 24 or 3 leagues from the principle island. A ship may anchor among these island in 20 to 24 fms. breeze & pro are good & water. The soundings about 6 or 7 leagues W of them are 31 & 32 fms.



Journal of a cruise in the Columbus  
10 miles off Batavia.

Oct. 28<sup>th</sup>

Calm & hot. expecting to sail & delayed by the  
non arrival of some stores from Shae. owing to  
the great distance at which we are anchored  
not only are the officers unable to visit the  
Shae but our stores & supplies cost twice as  
much & never answer to the order sent.  
Our water cost ~~not quite one cent~~ ~~per~~ ~~gall~~ per gall. we have  
received 35,000 galls. here, fresh beef & vegetables  
for the crew & stores for the officers (meat) but  
no other supplies. Mr. Carnall made the variation  
at Edam  $2^{\circ} 24' E$

Oct. 29<sup>th</sup>

At 8 last night we got permission to stand off to  
with the land breeze, sounding every 15 minutes  
on 18 to 22 fms. The Vincennes following us. Wind  
light from S<sup>W</sup> E. At 10 am we were in Lat.  $5^{\circ} 33' S$   
Long.  $107^{\circ} 13' E$ . Having a current of about 1 part  
an hour from the E. Land was in sight to the S<sup>E</sup>  
at daylight but we soon lost sight of it.

The lead was kept going all day on 24 & 25 fms.  
In the evening the wind headed us off to S  
Ship's draft yesterday aft 24 ft 11. For 22 ft &  
Leadship just 6 ft 4. Ther.  $85^{\circ}$

Oct. 30<sup>th</sup>

At 3 o'clock last night all hands were  
suddenly called on an alarm of our being in  
9 fms water a squall came on at the same time  
in which the Vincennes disappeared. Subsequent  
casts of the lead gave 17 fms. & as we had been  
in about 15 & 16 fms. all night it is possible that  
the Leadman may have made a mistake. We  
have all kept in sight 2 hours in a heavy rain

In the East Indies &c.

Oct. 30<sup>th</sup> (continued)

At daylight we juked down. For 3 hours we kept  
firing guns for the Vincennes but heard no  
answer. At about 12 o'clock we saw her a-  
head. She had ~~run~~ on in the Squall to which  
was from the W<sup>W</sup> we had here to & double reefed.

The coast of Java in sight. Lat.  $5^{\circ} 16' S$   
Long.  $107^{\circ} 40' E$ . Current 8 miles West. Ends with  
light wind from the S<sup>W</sup> & E.

Oct. 31<sup>st</sup>

Light tripling and from the S<sup>W</sup> sea smooth  
& no land in sight but the three stands at  
only  $83^{\circ}$  but this is owing to the want of wind.

Lat.  $5^{\circ} 11' S$ . Long.  $109^{\circ} 01' E$ . Made 90 miles.  
No current. Vincennes behind us. Our soundings to  
day have varied between 20 & 25 fms.

November 1<sup>st</sup> 1845

Light and from the S<sup>W</sup> & E. Made 62 miles. It is  
in sight to the S<sup>W</sup> standing the same way as ourselves.  
Lat.  $4^{\circ} 57' S$ . Long.  $110^{\circ} 31' E$ . In the afternoon the three  
tacked & stood S<sup>W</sup> by S, fearful of getting too far North  
to pass the "Trogant's Shoal" Depth of water from 28  
to 33 fms. Muddy bottoms. Vincennes astern. We have  
frequently to back the Miz<sup>z</sup>-topsail & wait for her.

Sunday, Nov. 2<sup>nd</sup>

Very light and from the S<sup>W</sup> & E. Slightest calm.  
Made 24 miles with the assistance of 10 miles  
current. Great part of the day we stood to the S<sup>W</sup> &  
the Depth of water from 34 to 37 fms. Lat.  $5^{\circ} 58' S$ . Long.  
 $110^{\circ} 27' E$ . Ther.  $87^{\circ}$

Journal of a passage thro' the "Lava"  
Nov. 3<sup>rd</sup> 1845.

Calm or light and from the E<sup>W</sup>. This 24 hours we made 1 mile in our course being in Lat. 5° 2' S. Long. 110° 28' East. A boat from the Vincennes reports 16 cases of Chan kaa, one or two of which are dangerous.

Nov. 4<sup>th</sup>

A light breeze from the S<sup>W</sup>. The Commodore has I think determined to try the straits of Macassar as he is now steering due East.

Lat. 4° 54' S. Long. 111° 7' East. Ther. 86 in my room. Sea as smooth as a pond & no current. We have to tack our masts to avoid every 4 knots for the Vincennes. Depth of water 32 & 36 fms.

Nov. 5<sup>th</sup>

After a perfectly calm night we got in the morning a 5 knot breeze from the S<sup>W</sup> which lasted for some hours. Lat. 4° 58' S. Long. 112° 13' E. Current North 6 miles in 24 hours. Weather very hot. A snake in sight. Little snakes in the water, about 3 feet long. Also shoals of small fish. Depth of water 28 & 35 fms.

Nov. 6<sup>th</sup>

Light head wind & a current setting to the N<sup>W</sup>. Lat. 4° 21' S. Long. 113° 9' East. Depth of water from 15 to 28 fms.

Nov. 7<sup>th</sup>

Wind as yesterday. Current N<sup>W</sup> by W 16 miles. Depth of water as yesterday. Lat. 4° 29' S. Long. 113° 38' E.

Nov. 8<sup>th</sup>

Wind from ESE. Current NW by W 30 miles. Lat. 4° 39' S. Long. 114° 00' East. Depth of water from 14 to 25 fms.

"Lava" in the U.S. S. Vincennes.  
Nov. 9<sup>th</sup>

Wind still from the ESE. Current NW by W 30 miles. Lat. 4° 24' S. Long. 114° 33' E. At noon discovered Tanjung Padatun NNE by E distant 20 miles. In the afternoon the wind howled so as to let us lay E by N but getting into 8 fms. water the calm tacked & stood S by W. This ship has tacked in 10 fms. ever since we left Batavia. Capt. Wyman says he never saw a shark till he before & brace her yards to shark. When in 7 fms. we were not more than 7 miles from the coast & by afternoon lights were experiencing very little current.

Nov. 10<sup>th</sup>

Still working along towards Macassar. Wind from SE. Current running to the N<sup>W</sup> by E 14 miles in 24 hours. It is much less wind. Lat. 4° 15' S. Long. 115° 10' E. We stand in to 9 fms & off to 14. We were in to 7 fms. The sailmaker of the Vincennes came aboard & had a cat. Plung in the main deck he had the dysentery, of which they have some dozen cases. We have only one which I have heard of. Two days ago he was reduced from 1 gallon to 3 qts. a man of water by the Com<sup>dr</sup>'s order. Having men on hand 55,850 galls. & there being 772 fms. in board. Tem. of air 85 & 87. Water the same. The Vincennes is not in allowance of water.

Nov. 11<sup>th</sup>

Light wind from ESE. Current NW by W 14 miles. At 11 A.M. discovered the island of Moripud 27 miles off & of a high conical form. Lat. 4° 22' S. Long. 115° 32' East. Depth of water as yesterday.

Journal of a passage thro' the Straits  
Nov. 12<sup>th</sup> 1845

Light air from the S<sup>3</sup>E. all last night we kept working to windward & being as fasted as I think by a small current in the land all about us at daylight. Palebant 5 or 6 miles off which we at first mistook for the "Seraaldee" as part of it looked like an island detached from the rest. This land lay E by N. The Seraaldee was in light bearing to the E. & we took it for the Boshad. But we did not make them for several days. Lat 4° 17' S Long 116° 4' E. I make the island of Macassar in 1° 58' Horsburg puts it in 116° 3' E.  
Nov. 13<sup>th</sup>

Last night the wind came out from the S<sup>3</sup>W. & after running well on towards the Boshad & as to clear the Royal George Shoal, we kept away to the N. passing to the W. of the Boshad. At noon we were in Lat 4° 8' Long 116° 38' E. Towards night we got a fine breeze from the S<sup>3</sup>W. & made the Atleke Solais which we passed about 3 miles to the E of us at 9 o'clock.

Nov. 14<sup>th</sup>

The East Coast of Borneo is laid down 5 miles too far to the E. by my chronometer. At daylight we were in Lat ~~4° 10'~~<sup>3° 00'</sup> & not more than 6 or 7 miles from the shore. Here we came upon a shoal which I saw from the fore-top-sail yard. It is not mentioned in Horsburg's survey. I suppose to its being so close in shore & out of the common track. Com. Biddle had been in time to be sure of avoiding the adding

of Macassar. W. S. S. Columbus.

Nov. 14<sup>th</sup> (Con.)

the shoal. We immediately stood off to the E. & then to the W. The shoal was not more than 3 or 4 miles from the beach & seemed to be a mile long. The sea was quite smooth but broke a little in it. I should put it at least 10 miles south of the Adolungue Shoal.

All last night we had a current of 2 miles an hour to the N. at noon we anchored in a squall from the N.E. ~~being~~ ~~at~~ ~~the~~ ~~place~~ ~~Lat~~ ~~by~~ ~~alt~~ ~~near~~ ~~noon~~ ~~2° 47' S~~ ~~Long~~ ~~116° 38' E~~ in the evening we got underway again but ~~after~~ the wind from failing we came to again for the night. Shoal point bearing N by E & E about 12 miles off. An English ship & the Vicecommodore in company & anchored near us. No current.

Nov. 15<sup>th</sup>

We got underway at half past 3 with a S.E. breeze & after making 7 or 8 miles here becalmed. Then we had frequent squalls from the N.E. & here passing Shoal pt where the danger begins. At noon in the midst of a squall a small Dutch barge came up with us. She had been a stern all the morning & earned in thro' the squalls. Her Captain a partly American or Englishman said he knew the Shoals & would lead us thro' had it not have been for him I suspect we to have anchored. As it was away he went. Dutchman, Columbus, Englishman & Vicecommodore. At 3. We passed the North Sand, a dangerous shoal lying in part above water & consisting of several patches of sand. It was very plainly visible from the fore yard about 3 miles off, near this bar to the E. was another shoal in which the water broke a



Journal of a Cruise in the *Columbian*  
Nov. 21<sup>st</sup> 1845.

Lat.  $1^{\circ}02'N$  Long.  $119^{\circ}42'E$ . During the last 24 hours we had 46 miles furtherly Current & light Easterly breeze. Lat. by DR was  $1^{\circ}48'$ . Ledges & Barnes in sight he must get clear of the Straits soon. No soundings. By my chronometer "Junda" is certainly farther East than "Husky" places it, I should say 10 miles but this depends on the accuracy with which I estimate an distance from the land.

Nov. 22<sup>nd</sup>

Wind from the N<sup>W</sup>E<sup>st</sup> Lat.  $1^{\circ}34'N$  Long.  $119^{\circ}43'E$ . Current South 13 East 53 miles. Looked out but in vain for Herring is. Towards night we tasted & stood E<sup>st</sup> N. For the last 2 or 3 days we have passed three several tall ships every day which cause quite a sea when the wind is against them.

Nov. 23<sup>rd</sup> Sunday.

Commenced with the same wind as yesterday. Lat.  $2^{\circ}20'N$  Long.  $120^{\circ}18'E$ . Current SE 35 miles. Ende took wind from the N<sup>W</sup>. No land on sail in sight. The Vincennes has taken her own course to China & we are alone. The sea looked more blue here than in the Straits.

Nov. 24<sup>th</sup>

Calms & light variable and from E<sup>st</sup>. Lat.  $2^{\circ}39'N$  Long.  $120^{\circ}58'E$ . Current NW 13 miles. Nothing in sight. Saw the North Star in Lat.  $2^{\circ}40'$  it was very distinct, it was about  $1^{\circ}30'$  above the pole.

Had the itinerated journals of the *E. Indian*  
Nov. 25<sup>th</sup> 1845.

Wind from the N<sup>W</sup>E<sup>st</sup> Lat.  $2^{\circ}53'N$  Long.  $121^{\circ}42'E$ . Current N. 24 West 32 miles. Van & N. E.

Nov. 26<sup>th</sup>

Light head winds. No current. Lat.  $2^{\circ}10'N$  Long.  $122^{\circ}50'$

Nov. 27<sup>th</sup>

Light head winds, that is from the N<sup>W</sup>E<sup>st</sup>. Current S 52 W. 11 miles. Lat.  $2^{\circ}21'N$  Long.  $123^{\circ}08'E$ . Finding the ship rather higher we pumped 8,800 gallons of salt water into empty casks in the hold. Sum of air 85° Water 85°. For the last 2 or 3 days we have seen sea birds floating by us. It looked like our gull kind. We have also seen numbers of small fish under the stern & some larger ones like mackerel.

Nov. 28<sup>th</sup>

Lat.  $2^{\circ}05'N$  Long.  $123^{\circ}26'E$ . Current 28 miles South. Light winds from the E<sup>st</sup> & N<sup>W</sup>E<sup>st</sup>.

Nov. 29<sup>th</sup>

Wind from the E<sup>st</sup> Lat.  $2^{\circ}57'N$  Long.  $123^{\circ}42'E$ . Current 30 miles South.

Nov. 30<sup>th</sup>

Wind from the E<sup>st</sup> Lat.  $4^{\circ}27'N$  Long.  $123^{\circ}29'E$ . Current 39 miles West. Ship seems to sail very badly. A heavier sea than I have seen since we entered the Straits of Junda. The water has probably been smooth as a pond. At half past 3 P.M. Lieut. Oliver Todd died.

Dec. 1<sup>st</sup>

Wind from the N<sup>W</sup>E<sup>st</sup> Lat.  $3^{\circ}07'N$  Long.  $124^{\circ}08'E$ . Current 48 miles West. At 11 A.M. committed the body of Lieut. Oliver Todd to the deep with the usual ceremonies. Fired 3 Volleys Six of Lieut. Todd's men being full dressed.



Journal of a cruise in the Columbus  
Dec. 2<sup>nd</sup>

Wind as usual from the N<sup>W</sup> E and light current 10 miles West. At daylight made Lias ahead & shortly afterwards Tagolanda. Makalara also in sight. The peak of Lias is a fine mark & My chronometer agrees with Hartberg's long. 125° 35' E. Round near Tagolanda it is high & peaked. Paper is low but sea far. Lat. 2° 30' N. Long. 125° 26' E. at 10 AM we were becalmed near Lias.

At 7 got 4 boats ahead & towed off the land from which we were not more than 3 miles. From the end of the Island to the other the beach was white with light sand. I think before dark some thought that they saw smoke issuing from the Peak. It is volcanic & I myself saw a small stream of something extremely like smoke shooting up. At 10 we got a light breeze from the N. then a squalling rain & a g. West breeze from the same quarter which carried us thence by 12 o'clock we were clear of the Collected Sea. We passed between Lias & Tagolanda 4 or 5 miles from the former.

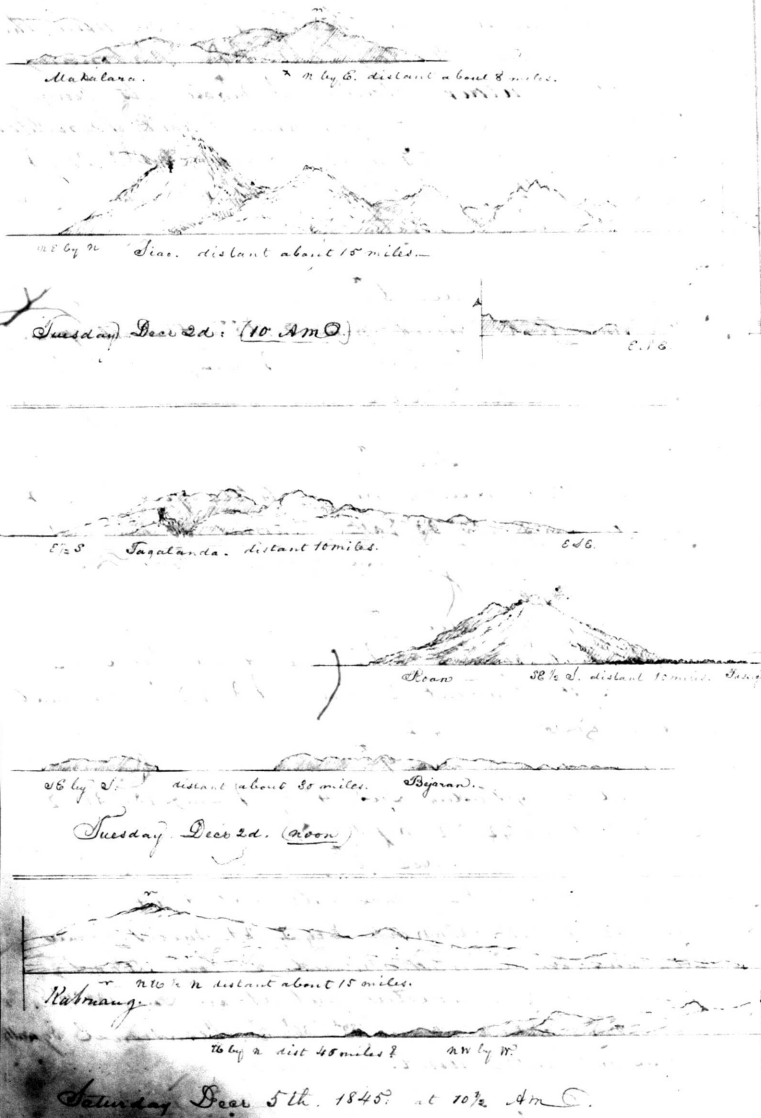
Dec. 3<sup>rd</sup>

Wind light from N<sup>W</sup> E. Current S. E. by E 17 miles. Lat. 2° 23' N. Long. 126° 15' E. Lias & Tagolanda in sight.

Dec. 4<sup>th</sup>

Same head wind between E. & N. Lias & Langui in sight. Current 20 miles South. Lat. 2° 29' N. Long. 126° 30' E. Pumped 17,000 gallons of salt water into empty tanks in the hold to bring the ship down forward & make her stiff.

that the Collected Sea, Makalapa, & Pacific.



Journal of a passage thro' the Malacca Passage, & Pacific W. I. Ship Columbus.

Dec. 5<sup>th</sup>

Light wind from the E. & swell from the same quarter. At day light saw "Rabmanang" one of the ~~Rubus~~ islands. I made its long.  $127^{\circ}13'$  which is not far from what Bonnet's point. Hushings of  $127^{\circ}11'$  is being. Lat.  $3^{\circ}31' N$ . Long.  $127^{\circ}15' E$ . Current 7 miles E & 6 miles South. Temp. of air  $78^{\circ}$  water  $78^{\circ}$ .

Dec. 6<sup>th</sup>

Same light wind from E. N. E. & swell from the same quarter. Lat.  $3^{\circ}50' N$ . Long.  $128^{\circ}17' E$ . Current 77 miles S. E. & E.

Dec. 7<sup>th</sup>

Wind still ahead but a little fresher. Lat.  $3^{\circ}29' N$ . Long.  $130^{\circ}03' East$ . Current 30 miles N. E. & E. Occasional squalls of rain & wind. Not heavy.

Dec. 8<sup>th</sup>

Wind light from E. N. E. Lat.  $4^{\circ}06' North$ . Long.  $130^{\circ}45' East$ . Current 21 miles N. E. & E. Occasional rain squalls. Van to E.

Dec. 9<sup>th</sup>

Wind as yesterday. Lat.  $4^{\circ}07' N$ . Long.  $131^{\circ}36' E$ . Current N. E. & E. 22 miles.

Dec. 10<sup>th</sup>

Wind from E. N. E. & moderate. Lat.  $4^{\circ}44' N$ . Long.  $132^{\circ}11' East$ . Current Ely S. 21 miles. Saw Palo Anua or Current Island, a low wooded affair. Our Chronometer put it in Long.  $132^{\circ}12' E$ . Hushings places it in  $132^{\circ}3'30' E$ . Occasional squalls of rain but little wind.

Dec. 11<sup>th</sup>

Wind Ely N. & light. Frequent squalls of rain, very black clouds & little wind. Lat.  $4^{\circ}31' North$ . Long.  $133^{\circ}14' E$ . Current 39 miles E. S. E.

Dec. 12<sup>th</sup>

Wind Ely N. Frequent showers of rain. Lat.  $5^{\circ}12' N$ . Long.  $133^{\circ}45' East$ . Current 25 miles E. S. E. Temp. of air  $78^{\circ}$  Water  $78^{\circ}$ .

Dec. 13<sup>th</sup>

Wind E. S. E. & a rough sea. We got the N. E. monsoon yesterday in Lat.  $5^{\circ}22'$ . Lat.  $7^{\circ}22'$ . Long.  $133^{\circ}19' East$ . Current West 37 miles. This change of current began with the monsoon.

Dec. 14<sup>th</sup>

Wind as yesterday. Com. B. thinks we are not far enough to the E. and yesterday stood S. E. several hours. A rough sea & some rain squalls. Lat.  $8^{\circ}40' N$ . Long.  $133^{\circ}17' E$ . Current 22 miles S. W. by W. Air  $79^{\circ}$  Water  $81^{\circ}$ .

Dec. 15<sup>th</sup>

Wind about N. E. & fresh. Lat.  $10^{\circ}52' N$ . Long.  $132^{\circ}41' E$ . Current 29 miles West. Frequent rain squalls & occasional strong puffs of wind. A heavy sea.

Dec. 16<sup>th</sup>

Wind as yesterday & quite fresh yet he never goes more than 7 knots. The bottom is covered with barnacles the sea which he have come thro' seem very prolific in them & I think he are too much by the head. Lat.  $13^{\circ}4' N$ . Long.  $131^{\circ}25'$ . Current S. W. by W. 27 miles. As we get to the N. the wind seemed to ~~be~~ haul more ahead so that he cannot get Sheddling haul. Squally weather.

Through the North Pacific Towards China  
Dec. 17<sup>th</sup>

Wind NE & fresh a heavy sea. Equally  
weather. Sprung a brass sack yard &c. Lat.  
15° 05' N. Long. 180° 4' E. Current 20 miles  
SW by W. after making due allowance for  
lee-way. Still jam in a wind & no room  
for studding sails. Ship pitched most violently  
throughly.

Dec. 18<sup>th</sup> 1845.

Wind a little North of NE. & no chance for  
studding sails. Lat. 16° 50' N. Long. 128° 33' East.  
Current SW by S 21 miles. Sea not so rough  
as yesterday. Ship sail very slowly. Not so  
many squalls as usual to day.

Dec. 19<sup>th</sup>

Last night the Commodore took the  
alarm at her falling off to NW & tacked. She  
stood E by S 19 miles & then went back again  
to our course. Lat. 18° 07' N. Long. 127° 36' E.  
No current. Pleasant weather & no squalls.

Dec. 20<sup>th</sup>

Strong breezes from the N & E with occa-  
sional rain. Under reefed sails &c. Lat. 19° 58'  
Long. 125° 41' E. Current 20 miles S. & 7 miles E.  
Air 74° Water 78°

Dec. 21<sup>st</sup>

Commenced with strong gales from N & E  
ends in the fresh breezes. Lat. 21° 12' N. Long.  
123° 20' E. Current 5 miles S & 12 miles W.

Dec. 22<sup>nd</sup>

Fresh breezes from NNE to NE. Lat. 21° 14' N.  
Long. 121° 29' E. At daylight made Hotel Tobago  
Lima & passed between Gadel's rocks & the R. bank  
with by no means, it being so closely by.

In the Columbus Colon of 1845  
Dec. 23<sup>rd</sup>

that we saw nothing of Gadel's rocks & only had  
a glimpse of Hotel Tobago. The current was  
setting this to the W. Passed King Gibbs  
(V.D.) at 1 P.M. passed Formosa our chrono-  
meter agreeing with Washington's long of it.

Dec. 23<sup>rd</sup>

Fresh breezes & gales from NE & NNE, a  
heavy sea. Going 10 1/2 knots. Lat. 21° 59' N.  
Long. 119° 24' E. Showing that the current  
sets into to the W. No land in sight  
Air 54° Water 60°

Dec. 24<sup>th</sup>

Commenced with fresh breezes from NE  
& NE. Hundred of fishing boats & junkies in  
sight. At 10 A.M. saw "Pacora blanca" ahead.  
At noon passed it. Fired guns for a  
pilot & at 4 P.M. got one. Land in sight  
ahead, went thru the Lima channel &  
at 8 P.M. anchored in the port near "Lanina"  
island. Current still running to the W.  
 Latter part of the day light breezes.

Dec. 25<sup>th</sup>

Wednesday at daylight light baffling breezes  
all day. At 2 P.M. a boat arrived from  
Macao bringing letters &c. Dated up to the  
Middle of Sept. from the U.S. by the Over-  
land mail. Gen. Bidelle & Suite (Mr. Hartne,  
Dr. Bryan & Dr. Cook of <sup>Dr. Blaffer</sup> ~~Manuel~~) left in a large  
boat from Canton. The boat called a "fast  
boat" but we met very slowly & kept up  
with them. At dark anchored off Santos.  
Munroe has not arrived.



From Lima passage to Sucre, &c  
Dec. 26

Got underway at 7 AM & stood on  
with light head wind toward Sucre  
and made about 4 miles off for want  
of wind at 10. Whole distance run by  
log from Sucre 22.031 miles.

Sunday, Jan 19<sup>th</sup>

Yesterday all our Marines under command  
of Lieut. A. S. Walden went up to Whampoa in  
the Vincennes. All officers in Canton (except  
Parker Penn & the Chaplain & the Comd'g Sec) were  
ordered to the ship & ordered given for no one  
to go there. This is in consequence of a report  
in Canton by the lower classes & a  
rumor that an attack will be made on the  
factories if the gates of the city are thrown  
open or a sum of money paid. The English  
at last to have been done in a few days.

Some of our officers who walked round  
the walls of the city a week or 10 days ago  
had stones thrown at them & were shot at  
by these most impetuous hatred of Foreigners.

I have not yet been able to go there.  
My turn being to day. Capt. Selfridge & some  
others have also been unable to go there. We  
hope that difficulty will soon blow over  
the English Frigate is at Whampoa & a steam-  
er is off Canton. I think Comd'g B. acts very  
inconsiderately in thus ordering his officers  
aboard as tho' there was great danger  
while he & his suite remain there & while  
the factories are full of people who think  
quite safe. It looks like foolish alarm.

Canton River. Bogue  
a desire to give the first excuse to imprison  
his officers. Some have been aboard since he  
left Rio. By what rule of justice & expe-  
diency he orders all the Marines under  
command of a Lieut. While ~~the~~ a Lieut. a  
Captain is here I can not imagine;  
I think it exceeds his authority.

The Vincennes arrived 10 days after us  
having come by the same route.

We were a week in coming up here,  
having a head wind & being able to move  
only on the flood tide. For a mile or two  
we were in only 4 fms. water & left a muddy  
wake. We are now between Tiger Island &  
Anning Bay & moved with a current. We have  
stripped & re-pegged ship all to deadening up  
J. S. Mast & side fore mast & finish making  
out the hold. We water, with our own boat  
from a small stream in <sup>low</sup> ~~the~~ <sup>Changpo</sup> ~~the~~ <sup>river</sup> ~~bay~~.

On the 5<sup>th</sup> of this month I rec'd an Actg  
appt. as Lieut. & Mainwright was made Master.

Mr. Lieut. have been in Canton ever since  
which has left but 3 watched and given  
me no time to write. First Johnson & Strong sent  
& then Drayton & French who returned this morning.

Mr. Whitey days I spent in a Chinese  
boat seeking game & only shot a few birds  
a teal or two & some snipe. The rice fields are  
flooded with water & there is no landing ex-  
cept on the banks between the fields.

Foreigners must go armed, as the rice  
pirates are very bold & there are pirates  
on the shore also. I have heard of many  
attempts.

Caution River

Jan. 20<sup>th</sup> 1846

I have just returned from a ramble over North Wantung & the high hills above Wangtung. In the fort of N. Wantung I must have seen a hundred pieces of Cannon, most of these 9 inches in the bore & 10 feet long, of Cast iron, roughly made & weighing I should think at least 10,000 lbs. I gave their dimensions from estimation solely as there was no one to explain anything to us. They appear to have been cast hollow & not drilled & look as if they would soon burst, they were mounted on very slight carriages which would stand 2 or 3 discharges & altogether gave me a very contemptible opinion of the Chinese as a military people. The few soldiers we saw were dirty looking fellows, shabbily dressed & smoking their pipes in filthy barrels. I saw but one man who seemed an officer & he was like a humdrum man in appearance. I think a frigate could soon take North Wantung.

Two years ago when I belonged to the Princeton I have heard enlightened Americans speak of Stockton's great gun as a novelty in warfare & to day I have seen in a China fort scores of guns very little inferior in size & made long ago. There were also many long brass guns much better made & as large as our 32's.

The tombs on the hills about here are quite curious & are seen at every step. The hillsides are covered with them.

Caution River

On mount by several large stone steps to a platform, floored with stone at the farther end of which is a back of stone & at the lower part of this back is something like a hearth with a small opening in it, this is the tomb the whole is uncovered. Many are made of blue & white or variegated stone & are conspicuous from far off appearing like so many doorways or entrances to the hills. They form the bodies and the tomb is a place of resort for the families of the deceased to which they make regular visits.

A soldier in Amoy fort went thro' his paces exercise for us. With a large circular shield of basket work in his left hand & a common looking sword in the right he began by stealing softly round about to the ground & glancing ~~around~~ in every direction. Then rising up he cut away right & left turning quickly from side to side, then he jumped at least 4 feet & with violent ground thrust away behind him, then he leaped & grinned & cut away close to the ground flourishing his shield & terrifying the imaginary adversary by his activity & gait. They gave us a small cup of tea mixed with sugar or milk & we left them, more pleased with their hospitality than their skill in fence.

Canton.

February 4<sup>th</sup> 1844.

I left the ship on the 1<sup>st</sup> at 10 in the morning in a 'chop' or 'freight boat' with D. Bryan, M<sup>rs</sup> Low & M<sup>rs</sup> Desmet & 2 servants. Four ~~of~~ 5 miles from the ship we saw a most tempting flock of wild geese & fired at them 200 yards off with no effect. At 5 we reached Whampoa & went aboard the Vincennes. After tea we visited one of the floating shops, kept by Capt Hunt (an American) and a good specimen of these curious abodes.

Everything is sold there, the latest American books, provisions, Chinese curiosities, Naval stores &c. Originally an English steamer she had been so built up & altered by glass windows, doors &c that it is hard to tell whether you are in a ship or a house. A great Japaneze carried us back to the Vincennes in 5 minutes & Ammen joining us we went back to our 'Chop boat' & turned in. We were waked by the noise of the China men getting underway at turn of the tide & as they tacked every 10 minutes & shouted tremendously all the time we slept very badly. At daylight we were alongside the wharf among thousands of boats & innumerable Chinese. Washing, cooking, smoking all round us. My eyes were fully occupied, with the Shary flower boats, the sailing about of Japaneze, the fast boats &c, all new & odd looking. After breakfast we went ashore & looked in at many of the shops, all filled with curiosities & anxious to 'make pidgeon'. Beggars came in & beat among us a gong & with tips stuck to the great annoyance of the ship keeper who are not allowed

Canton

to expel them; they were usually tired out & had to give 1 cash, the thousandth part of a dollar, to beg quit. Nothing here is like what is seen at home. In the market a man is seen carefully feeling a cat before he buys it for 'chow chow'. Another sells blood, coagulated & hard, by the pound. Live fish suspended by the back fin; snails &c. Troops of men pass along carrying gaudy 'Iron pidgeons' borne aloft on bamboo. Women totter by with feet 3 inches long & add to all that every man has a planted quail down his back 4 or 5 feet long & heard what looked like a woman's peck.

We crossed the river & visited the temple of 'Hnan'. A large crowd of China men followed us leaping all manner of abuse on us particularly on Sam & Augustus our black boys. The enormous 'Josses' made me think of Gog & Magog, fantastic idols were placed all around. Some women in one of the temples wore fine specimens of the 'small feet' class. As we walked farther the crowd became more abusive, threw stones & yelled out 'Fanguei' so that we soon left them alone in their folly & retreated under a pile of orange peel &c.

At daylight this morning I was awakened by the loud report of fire crackers under the window (for we are now at 'Ac-cow's' Chinese boarding house). The Chinese are constantly setting them off at this season. Hundreds of them explode at a time & often block the way for several minutes in the narrow streets. The 27<sup>th</sup> of Jan. was 'China New Year' and the holidays are just over, a very festive season here.



W. S. Phil. Columbus at the Quay.

Feb 10<sup>th</sup> 1846.

We got back to the ship day before yesterday having been just 7 days absent.

On the 6<sup>th</sup> S. Bryan, M. Dornant & (myself) visited the Fates Gardens. We went in a Sampan sculled by an old woman, the bow <sup>only</sup> pulled by a pretty China girl & a little child playing about in the bow. Such are the customs here. After going about a mile above the Factories we turned into a creek & at once found ourselves among Sampan Flower boats & Dollar boats innumerable.

It was a gala day. Landing among the hots of those who had seen the "Fangue" before & the Reluctant stare of those who had not, we went thro' a large doorway into a small garden. The Fates Gardens correspond to city nurseries & like them sell flowers &c. I saw numbers of dwarf orange trees, some no larger than small rose bushes & growing in pots, yet full of large & fine oranges, peach & other trees were dwarfed in the same way. Bushes were trimmed in the shape of flags, birds, frogs & looked very odd. After going two or three all just alike we met a China Man who spoke a little English & offered to show us another garden. This was half a mile farther up the creek & the whole way we had to elbow our way thro' China men so dense was the crowd. He found the garden much larger & finer than any of the others. I afterwards found it belonged to "Hooqua". In the centre of a sheet of water was a summer house built in the shape of a Flower boat.

It was reached by a bridge & we crossed over but were not allowed to enter it being reserved for the women. Samtans came to the summer house down close to the end of the bridge where we were & we had a good look at them. Some were quite pretty, more delicate about the ankles than I had expected & their little shoes certainly not more than 3 inches long. They had dark eyes & hair & very fair complexion & were about three medium height. Altogether I was much pleased with my visit having seen in all four more Chinese (men & women) of the better class than I could have seen anywhere else. I did not meet one single European either there or at the Fates Gardens although there were thousands of Chinese. The three seemed to make a greater sensation there than 3 inhabitants of the Moon would in our cities.

Monday February 28<sup>th</sup> Canton River

To day we fired 27 guns (yesterday being Washington's birth day but Sunday) & at 8 o'clock sent up 30 skyrockets. Yesterday the President's message was rec'd in Canton by the Portland mail. They say Mr Everett is coming out in the next arrival. I am in the list with a masked toe, had it jammed under gun truck. Quinquina is expected tomorrow from Whampoa. Our Marines are still in line.

In Canton I often saw the head, skin & legs of ducks exposed for sale, the body having previously been brought. The feathers were on the skin.

U. S. Ship Columbus.

Feb March 7<sup>th</sup>

Yesterday we left the Bayne & having a light wind only got some sixteen miles down. We had 4 p.m. on the bar & it was not high water. This morning we got underway again & are just got past Lantau. We hope to reach Hong Kong tomorrow. The Princeton is in company.

The Great Britain arrived lately 120 days from New York having come by Sunda's hood island & the Sill's passage. But Captain says he won't come that way again at this season. The Helena has arrived 118 days from N. York.

A vessel called the Antelope has lately made the passage from Singapore to this place in 17 p. days against the monsoon. The shortest one on record.

March 11<sup>th</sup>

12 miles off Macao.

A head wind prevented our reaching Hong Kong so putting the helm up we ran over here and are now busy taking in provisions. We leave soon for Manila.

A Court Martial is in session trying 10<sup>th</sup> E. Hance a mulatto & ward room steward for stealing provisions, liquor &c and selling to the crew. Andrew McDaniel Marine belonging to the Princeton, died last night.

The wind for several days has prevailed from the E. & been light. We have had much rain for the last two weeks.

Canton River & at Manila.

March 15<sup>th</sup>

We got underway this morning at 2 o'clock & by 5 p.m. down being clear of the island.

March 17<sup>th</sup>

Upwards of 100 men are on the list with the influenza. Head wind & disagreeable weather.

March 22<sup>nd</sup>

We are now about close up with the island of Luzon & expect to reach Manila tomorrow. Weather very warm. I have had the influenza very badly but am getting better.

April 3<sup>rd</sup> Lat 17° 03' N. Long 118° 58' E.

We sailed from Manila <sup>having made down to the 31<sup>st</sup> ult.</sup> <sup>they say it fell</sup> <sup>4 hours</sup> <sup>we</sup> had been 7 days. Our departure was hastened from the cholera having appeared among our crew. We have lost 12 men by it. They died generally in 12 or 18 hours after the first attack. We have light variable winds from the N. & E. & S. & E. & S. and a smooth sea.

May 13<sup>th</sup> 1846

For the last 10 days we have been waiting for a SW wind & this afternoon it came from that quarter. If it holds tomorrow morning we start for Ang de Vucenues with us. For the last month the wind has been N.E. & S.E. with occasional rain & sometimes squalls from the N. We are anxiously expecting the overland mail. Last night it arrived on the 18<sup>th</sup>.

U.S. Ship Columbus 74. In the  
Mazda 1846

Capt. Woodbury, Mate of the Spanish lug "Boxer",  
our pilot. He on whom the Com. was relying  
to take us safe along the coast, has left  
us. He went back to Cummings room this  
afternoon & the Com. is terribly put out.

Woodbury says he will try & send someone  
here to fill his place. For the last two  
days the wind has been variable but

chiefly S.E. No mail yet. He can't sail  
now for some days owing to that defection  
of our pilot.

May 22<sup>nd</sup> 1846

We are still lingering here waiting for a S.W.  
wind. The wind for some days has been variable  
but chiefly from the E<sup>st</sup> & S<sup>th</sup> with frequent  
showers of rain. The overland mail arrived on  
the 17<sup>th</sup> bringing news from the United States of  
March 10<sup>th</sup> only 69 days. Mr Hamilton is now  
our pilot.

May 27<sup>th</sup>

Sailed out of the Lima passage & commenced beating  
up the China Sea. Wind E by N. Sea rough. We got  
underway on the 24<sup>th</sup> & it has been all hand ever  
since except when we lay at anchor during the  
night. Vincennes in company.

May 28<sup>th</sup>

We are working up in shore against an E.N.E.  
wind & a westerly current & everytime we make  
Lima is<sup>t</sup> on the windward tack & it is a little  
more to windward. We have lost some 10 miles  
since yesterday. Spent a brimsail, jib & main  
top sail already. The smell of bilge water strong  
in the hold.

coast of China. Com. Biddle aboard.

May 29<sup>th</sup>

Wind E.N.E. beating & barely holding  
us on.

May 30<sup>th</sup>

Wind varying between E.N.E. & E.S.E. &  
a good deal of rain. Thick weather & nothing  
in sight but the Vincennes. Beating, but  
wind light & making nothing.

May 31<sup>st</sup>

When we were well off shore this morning  
we had the wind N.E. & were heading E by N  
but the Com. had not seen the land for some  
time & must needs go about. In the afternoon  
we made land but so far off that Mr Hamilton  
could not recognise it & the Master having had  
no observations today was also at fault. So  
we tacked again & the wind having grad-  
ually hauled as we got in shore he  
over head S.E. having the wind E.N.E. having  
tacked each time at the very worst point.

Smooth sea & pleasant weather.

We must have been somewhere about Pedra Branca  
this afternoon. James Sexton, Marine &  
Peter Cronin, Marine from the Vincennes died  
today.

June 1<sup>st</sup>

Weather as yesterday. Wind E by N. At sundown  
Pedra Branca some 10 miles to the N<sup>th</sup>.

Buried the Mariner who died yesterday.

June 2<sup>nd</sup>

Got a wind from the S<sup>th</sup> & set topmast & sail  
breeze light. Coast in sight some 25 miles  
off.



W. S. Columbus North Coast of China

June 3<sup>rd</sup>

Wind S.W. 6 knots fast. At sunset passed the lighthouse current in our favour some 14 or 2 miles the hour. Lost sight of the Vincennes.

June 4<sup>th</sup>

Commenced calms & raining & thick could not see a mile. At meridian cleared up & wind came out N. & E. found ourselves to leeward & in sight of Chapel Island. Commenced to beat up for Amoy. A vessel to windward supposed to be the Vincennes.

June 5<sup>th</sup>

at about 9 AM arrived in Amoy harbor & found the Vincennes. She arrived yesterday. Visited by the English Consul. No American consuls here.

June 6<sup>th</sup>

Visited by some first class Mandarins. Saluted them with 3 guns the Chinese flag at the fore. Applied for the Vincennes to exchange with Amoy.

June 14<sup>th</sup>

Sailed from Amoy at 1 PM with a S.W. wind. For the last 4 days we have had constant rain. On the 10<sup>th</sup> Gen. B. told me that he should not order me unless Capt. Paulding desired it & suggested that I should fire a gun which I declined. There are no Americans here except 4 Americans. The English Consul Mr. Layton & Vice Consul Sullivan did the civilities for us. Amoy has no commerce. That I could hear of except that the Commodore a small quantity of English cotton goods & 2 or 3 of the English hanks of Canton.

From Amoy to Chusan Islands.

agents here to attend to that business. Opium business is done here of course & 2 or 3 Opium vessels are to be seen from the town. They lie at an island some 6 miles off.

June 15<sup>th</sup>

A fair wind from S. & E. Formosa in sight.

June 16<sup>th</sup>

A fair wind from S.W. Passed by some of the islands situated off the coast.

June 17<sup>th</sup>

Wind at yesterday. At 11 AM got aground off the S. end of Kaffaloi Nose. <sup>hauled off</sup> got off and got aground again <sup>near the same place</sup> hauled off by a ledge. Anchored 5 or 6 miles from Kaffaloi Nose & between it & Lowang in <sup>fine</sup> & wooded thick.

June 18<sup>th</sup>

Capt. Biddle & Lt. Henry. Mid<sup>l</sup> Whiting & Mr. Hamilton (the pilot) went on board the Vincennes & the forthwith sailed for Ningpo & Shanghai.

June 19<sup>th</sup> 20<sup>th</sup> & 21<sup>st</sup> Rain, rain

rain. We are in a place where either the people have nothing to sell or are afraid to trade with us. We cannot even procure a boat to go to Chusan.

A few eggs & a starved cow are the only things which have been brought alongside. Excepting 1 day the wind has prevailed from the S. since we arrived.





U. S. Columbus from China towards Japan

July 11<sup>th</sup> 1846

Wind S.W. by W. & light. Made 125 miles.  
Lat. by D.R.  $31^{\circ}34'N$ . Long. by D.R.  $133^{\circ}16'E$ .  
Caught 3.156 gallons of rain water.

July 12<sup>th</sup>

Wind from the S.W. Made 141 miles. Lat 30 miles to the N. since yesterday by current.

Lat. by D.R.  $33^{\circ}23'N$ . Long. by D.R.  $135^{\circ}14'E$ .  
Last night lost sight of the Princeess & sent up 4 rockets & fired 2 guns but heard no answer. The island of Nippon in sight.

July 13<sup>th</sup>

Moderate breeze from N.W. & cloudy. Made 130 miles. Lat. by D.R.  $33^{\circ}30'N$ . Long. by D.R.  $136^{\circ}58'E$ .  
We have been set by the current 6 miles South & 66 miles East in the last 24 hours.

We are pouring out rain water & at the rate of 3 quarts a man. Having only 65.146 gallons on hand. Our daily expenditure including the stock & pick bag is about 596 gallons.

July 14<sup>th</sup>

Winds light from the E. Made 40 miles.  
Lat. by D.R.  $35^{\circ}45'N$ . Long. by D.R.  $137^{\circ}03'E$ . Current set us 15 miles South & 12 miles West.

July 15<sup>th</sup>

Light air from the E. & N.W. Made 33 miles.  
Lat. by D.R.  $34^{\circ}00'N$ . Long. by D.R.  $137^{\circ}21'E$ . Temp of air  $75^{\circ}$ .  
Water  $74^{\circ}$ . Several fumes in sight. Land in sight hazy from N.E. to S.W. One high peak, apparently volcanic & at least some thousand feet high was seen at sunrise. No current worth notice.

U. S. Columbus off Nippon.

July 16<sup>th</sup>

Light variable air & calm. Dist 61 miles.  
Lat. by D.R.  $34^{\circ}19'N$ . Long. by D.R.  $137^{\circ}33'E$ . Current set about 6 miles N. & 22 miles East.

July 17<sup>th</sup> 1846.

Almost a calm. Lateness from all quarters. Logged 22 miles. Lat. by D.R.  $34^{\circ}22'N$ . Long. by D.R.  $137^{\circ}48'E$ .  
I think that the trifling differences now existing between our D.R. & reckoning are not fairly attributable to current but rather errors of logging. Numbers of fumes within 9 mi. They evidently kept at a distance this day, as we saw two go out of their course to avoid us. One which came within half a mile resembled a Chinese junk but had a more rude & primitive appearance. Their sails are of Camellia & the main sail has usually 2 or 3 black marks like patches at the head. Land in sight from N. to S.W. High ranges of hills with some low wooded strips at their base & apparently much clearer.

July 18<sup>th</sup>

The same weather we have had for the last few days. Light very light air from  $2^{\circ}38'N$  &  $4^{\circ}45'E$  during the afternoon & calm the remaining 24 hours. Logged 18 miles. Lat. by D.R.  $34^{\circ}20'N$ . Long. by D.R.  $137^{\circ}55'E$ .  
Clear pleasant weather. Land in sight as yesterday. Temp of air  $76^{\circ}$ . Water  $77^{\circ}$ .

July 19<sup>th</sup>

Last night the breeze freshened a little from the S.W. & we laid to with the fore top sail to the mast ~~at 3 o'clock yesterday afternoon~~ <sup>at 3 o'clock</sup> the Princeess made her appearance to the S.W. and during the night took up a position to the N.W.

W. I. Ship Columbus Off Iedo.

of w. At daylight we filled away. Calm from noon. ~~At~~ Afternoon a light breeze from the S.W. The wind on to the N.E. The main land in sight on the larboard beam & several islands on the Starboard, also a rock nearly ahead.

The Vincennes ahead of us founding the horn on chart of that place except a small draft made by the "Morison" which is sketchy from sight & not a survey. The Morison tracks is laid down between the rock mentioned above & the nearest island. The ran between the rock & some smaller rocks near the main which here makes a point. The distance from the rock to the main is probably 3 miles & from the rock to the nearest of the small rocks probably about half that distance. When in the narrowest part we had 13 fms water which soon deepened to 35. Inside the passage there appeared a large bay stretching to the N.E. at which we are now standing, the Vincennes ahead.

86 in the Slick list.

July 20<sup>th</sup>

We stood on till midnight under easy sail & during the mid watch hove to. At daylight (4 AM) filled away & stood for an opening in the land to the N.E. followed by the Vincennes.

I daresay we could have anchored in the night but there was no bottom at 70 fms. The wind was moderate from the S.W. & the night clear & pleasant but no moon. There was no perceptible drift while hove to. When we came thro' the passage between the rocks last evening there was some land in sight a good

at anchor 25 or 30 miles from Iedo. May ahead (to the S.W.) which we imagined was the eastern point of the outer harbor of Iedo but about 11 P.M. we were up with it & discerned it to be an island (probably the one called Oshima on the Morison chart). At daylight a lofty peak in sight on the western shore.

Many boats around us. At 9 A.M. several Japanese boats came along side & 30 or 40 men came on board immediately. The chief men (some 3 or 4) approached the beam & after many low bows took from a small box a book within we charactured resembling Chinese & <sup>showed</sup> it to him turning over leaf after leaf. Finding that he could not understand it they put it up & hid it away in a box but squatted down on the deck to great injury. Since then came aboard. One spoke Dutch very well & said that the Gov. of Iedo sent word to us that we could have anything we wanted but must not pay for it. We could get brates, wood, beef, vegetables butter &c. which they would give us. They said the crew must not land nor any one else from the ship. They expressed their displeasure at our coming here. This coming from the Governor of Iedo was well dressed after the Chinese style but he & all the Japanese here of more intelligent features than Chinese. All the men except the common boatmen wore two swords one rather shorter than the other & each of very good steel judging from appearance. Some had short carbines. They






# W. L. Ship Columbus off Sado

Boats around us 2 shift has increased. every boat passing between the ship is accompanied by several of them & when I was foraging 4 attended me. 2 on each side all armed & 1 with a large gun pointed forward. Two good sized junkies are now near us with 2 guns each. They are of 40 or 50 tons. Some Japanese here been on board to day but fewer than yesterday.

July 22<sup>nd</sup>

Moderate breeze from the S & pleasant the sea today upwards of 11,000 gallons of water by Japanese boats which brought from 100 to 500 gallons apiece. There were upwards of 80 boats discharged during the day. These boats are all propelled by sculls & are very well manned, one the size of our launch having a crew of from 16 to 20 men & 4 sculls on each side. There are small out-rigger from the side for them to work upon & the oar or scull is made of two pieces, the loom or handle being lashed to the blade at a small angle.  so that (being used over the side) its blade acts more nearly in a line with the keel. One of these boats will scull much faster than one of our catboats, as I proved while out foraging. These Japanese can not be induced to sell or give away the smallest trifle & when asked to do so make signs that a compliance with our wishes would cause their heads to be cut off. The particular by admiring their hats which are most beautiful by far & pointed & are far handsomer than any Japanese or Luchered ones I have ever seen. As they will part with nothing, & also they are allowed to receive nothing from us. That

# Off Sado

was strikingly shown in the Interpreter bringing back a small sized navy button which had been found in the person of some one who had seen it from one of the officers. I have seen bottles thrown overboard and allowed to drift by 4 or 5 boats & altho the poor boatmen all saw it yet not one made an effort to pick it up. The Dutch writer says that they attach great value to empty bottles.

July 23<sup>rd</sup>

Calmer & rainy. Recd nearly 9,000 gallons of water. Some boats have only 1 tub & 4 or 5 buckets holding altogether 50 or 60 gallons & yet they supply us at last at our engine well pumping it out. The water is very cool, clear & good.

July 25<sup>th</sup>

Last night we had a fresh blow from the SW with heavy rain. Am. B. secured on 150 fms. in the weather cable & rounded J. B. (Master) neither of which were necessary in my opinion. The J. B. Master has not been paid since.

We have been getting water every day & are now nearly full but sometimes the boats bring very little. I saw one this afternoon with only 4 buckets full.

We see to day the following articles, all supplied gratis.

2 cages (2 small fowls in each)	5 baskets radishes
90 baskets of fowls (2 in each)	2 do potatoes
3 do peaches	10 do vegetables
1 do plums	8 fms for fowls
2 do lettuce	1 box (eggs)
5 do Okra	1 bag of sand
4 do Apples	4015 sticks of wood, large
5 do pumpkins	size & fine quality pine & oak.



U. S. Columbus Off Sado.

July 25<sup>th</sup> Contd.

The baskets of fruit & vegetables were about the size of a half basket. They would not take back the empty baskets. During the bad weather last night all the boats left us & pulled for shore. They also go off whenever it rains hard.

A separate boat load of provisions & fruit was sent to the Commodore.

July 27<sup>th</sup> 1846

We have had a good deal of rain lately & ought before last a squall of rain from the N.E. which was strong but soon over. Our boats are still crowded. To day the Commodore received an answer from the Emperor in which dignitary represents the Government. We are ignorant of its purport. The Am. attempted this morning to go on board a junk which had lately come down from Sado & was prevented by the Japanese in command & was as he says struck & badly repulsed. He had complained to the Japanese interpreter who says the man shall be punished. The man went alone in his gig with a white flag & without the interpreter. Consequently the people in the junk could not know what he wanted & very probably did not know who he was. It seems he had been asked on board the junk by the interpreter, but there he was not expected to come until after the letter from Sado was rec<sup>d</sup> & delivered by the Japanese on board the ship. Perhaps his idea was to get the letter while on board the junk & so cut short any display which might be expected here. A former plan

later bay of Sado.

of his as it appeared by his conduct in Canton when the treaty was exchanged.

All the principle men wear two swords, the more common only one & the lowest classed none. Persons have been ordered who have sketched every thing they could get at. Our guns, Cannons, the galley, a musket, an officer of each grade, the ensign & pennant, a general view of the ship & a separate view of 1 mast & each top &c &c. They are always particular to obtain the exact dimensions of everything & note it against the watch. Every man carried with him a small apparatus for writing consisting of a small brush & India ink the whole put up in a convenient little case. They are all anxious to have us write a few words in English on their fans & some bring two or 3 fans with them for the purpose.

I have seen some of the chief Japanese from the junk wearing a sort of a smock. A shirt of coat of wire <sup>or net</sup> work (very small meshes) The line about as big as our bell-ware. This coat has sleeves & defends the shoulders back & sides down to the middle of the thigh. The man had a match lock pistol ~~too~~ as small as the very smallest pocket pistol to be seen in our country.

I dined with the Commodore & he gave the following account of the difficulty of this morning. He had been asked by the interpreter to go aboard the junk to receive the Emperor's letter which he declined doing, telling him to bring it here. To this the interpreter replied "that as the Japanese officer had come aboard the American ship

Iedo

to receive the American letter. That in return the American Officer ought to come to the Japanese Junk to receive the Emperor's answer. So that the Commodore after a short reflection assented & immediately ordered his boat. When he was ready the Interpreter was not to be found, & understanding that he had gone on before, he followed to the Junk. When there, not seeing the Interpreter, he got up on the side of the Junk and ordered Mr. Whiting to return to the ship & look again for the Interpreter. At that moment a man, bearing 2 swords, came up & after motioning him to get back, struck him with his fist in the breast so that he fell back & might have had a severe fall had he not been caught by the boat's crew. At that moment the Interpreter appeared at the side of the Junk & called him on-board but he pulled back to the ship. The Interpreter followed & made many apologies & showed much distress. Saying that the man who struck him had not known who he was & had supposed he was a common sailor. The Com. would not listen to him at first but finally consented to receive the Emperor's letter on condition that the man should be punished & he made a report of him in writing. The Japanese begged he would be lenient & by their anxiety showed they were afraid the man would be severely punished, probably beheaded. The Com. persisted in making the report and it was carried. The Emperor's answer was to this

Iedo

effect. 'The Japanese allow no trade except with the Dutch & Chinese. Japan can not allow trade with America any more than with other foreign nations. All these matters are arranged at the Port of Nagasaki and not here at Iedo. Therefore you must go away & not return here any more.'

The Com. replied that "Having now learned that Japan does not wish to open any trade with America & not wishing to do anything which is disagreeable to Japan I shall go away tomorrow." They then offered boats to tow us out.

The Com. mentioned that when he was in China in 1807, first officer of an American merchantman (at the time a Lieut. in the Navy) he was mustered in deck with all the crew by the Lieut. of the "Phaeton" Capt. Sir Fletcher Teller. When lying in the Tyne off Macao. The English Officer was in a good humor having been treated in the cabin with champagne and did not suspect any of them. But he says it rankled in his breast for a long while after to have to toe a man while the Englishman mustered them.

Some lockwood ware was put in our port barrel after noon by the Interpreter's boat & left without any comment. He drew lots & divided it. It is common but valuable from the difficulty of obtaining anything here. Two small bowls full to my share.







U. S. Ship Columbus, crossing the

August 1<sup>st</sup> 1846

Moderate breeze from the S. by E. and pleasant.  
Lat. 35° 19' N. Long. 143° 06' E. Dist. 89 miles  
The current has set at 21 miles North & 14 miles East  
No land or sails in sight.

August 2<sup>nd</sup> 1846

Wind & weather as yesterday.

Dist. 126 miles Lat. 35° 58' N. Long. 145° 42' E  
The current has set 12 miles East

Air 76° Water 77° We are running along  
E. by E. & N. E. yards braced up & keeping every-  
thing good full

August 3<sup>rd</sup>

Wind light from S. by S. & E. by E. pleasant weather  
Dist. 98 miles Lat. 37° 20' N. Long. 146° 59' E  
Lat. 37° 06' Long. 147° 12' E.

August 4<sup>th</sup>

Wind light from E. by S. & S. E.  
Dist. 84 miles Lat. 38° 39' Lat. 38° 20' North  
Long. 147° 38' Long. 148° 10' East

August 5<sup>th</sup>

Commenced with very light and from S. E.  
East calm.

Dist. 21 miles Lat. 39° 04' Lat. 38° 48' N.  
Long. 148° 01' Long. 148° 01' East

August 6<sup>th</sup>

Commenced with very light and from S. E.  
Ends with moderate breeze from do  
Dist. 25 miles Lat. 39° 24' Lat. 39° 18' North  
Long. 148° 25' Long. 148° 27' East  
Tem. air 74° Water 76°

North Pacific towards the Sandwich Islands

August 7<sup>th</sup> 1846

Light breeze from S. by E. pleasant weather  
Dist. 108 miles Lat. 40° 32' Lat. 40° 34' Long. 150° 10'  
Long. 150° 11' East. Tem. of air 78° Water 73°

August 8<sup>th</sup>

Wind light from S. by E. to S. E. pleasant weather  
but a heavy dew at night. Dist. 91 miles Lat. 41° 27'  
Lat. 41° 17' Long. 151° 58' Long. 151° 55' Tem. air 72°  
water 70°

August 9<sup>th</sup>

Wind light from E. by E. to East. pleasant weather.  
during the day & a very heavy dew at night.  
Dist. 92 miles Lat. 42° 21' Lat. 42° 33' Long. 153° 24'  
Long. 153° 23' East. A number of Whales in sight,  
with two sperm whales, some call them right whales  
& some sperm. Also a sail in sight, the only one we  
have seen since leaving Tahiti. Tem. of air 66°  
water 62°

August 10<sup>th</sup>

During this day the wind was light & gradually  
hauled round from East to S. E. Dist. 94 miles  
Lat. 42° 41' Lat. 42° 38' N. Long. 154° 45' Dist. 154° 52' E

August 11<sup>th</sup>

A 5 knot breeze from South & S. by E. thick misty  
weather. Dist. 113 miles Lat. 42° 31' Dist. 42° 28' North  
Long. 157° 13' East

August 12<sup>th</sup>

A 6 knot breeze from same quarter as yesterday  
& foggy weather, the ship from the fog  
keeping the clock constantly set. Dist. 146 miles  
Lat. 41° 53' Dist. 41° 55' North Long. 160° 34' Dist. 160° 24' East

U. S. Ship Albatross, crossing the North  
August 15<sup>th</sup> 1846

A 7 knot breeze from South & S.W. Foggy during the first part of the day. Dist. 150 miles  
Lat.  $56^{\circ} 41' 08''$  N.  $56^{\circ} 41' 09''$  N. Long.  $165^{\circ} 22'$  W.  $165^{\circ} 44'$  East  
August 16<sup>th</sup>

Commenced with yesterday's wind which gradually hauled to S.E. Dist. 210 miles the breeze being a little fresher. Lat.  $56^{\circ} 40' 32''$  N.  $56^{\circ} 40' 10''$  N. Long.  $167^{\circ} 30'$  W.  $167^{\circ} 51'$  East. Breeze from S.E. on compass set at ~~the~~ more irregularly than in the course of I should rather account than for differences between the ~~for~~ Lat. & N. Mean by supposing a current. The local attraction had never been determined in this ship.

August 15<sup>th</sup>  
Wind moderate from S.W. Dist. 181 miles  
Lat.  $56^{\circ} 40' 08''$  N.  $56^{\circ} 40' 05''$  N. Long.  $171^{\circ} 08'$  W.  $171^{\circ} 25'$  East  
Clear weather yesterday & today.

August 16<sup>th</sup>  
Made breeze from S.W. to S.W. clear weather  
Dist. 145 miles. Lat.  $56^{\circ} 39' 59''$  N.  $56^{\circ} 39' 53''$  N. Long.  $174^{\circ} 14'$  W.  $174^{\circ} 16'$  East. Temp. air  $70^{\circ}$  Water  $71^{\circ}$

August 17<sup>th</sup>  
Made breeze from W.S.W. Dist. 149 miles  
Lat.  $56^{\circ} 39' 39''$  N.  $56^{\circ} 39' 44''$  N. Long.  $177^{\circ} 29'$  W.  $177^{\circ} 39'$  East

August 18<sup>th</sup>  
A 7 & 8 knot breeze from S.W. to S.W. Dist. 152 miles  
Lat.  $56^{\circ} 39' 14''$  N.  $56^{\circ} 39' 19''$  N. Long.  $180^{\circ} 49'$  W.  $180^{\circ} 41'$  East

Altho' we have crossed the meridian line we have ordered the log to be carried on & will not change the day yet.

Pacific towards the Sandwich Islands.  
August 19<sup>th</sup> 1846

A 7 & 8 knot breeze from S.W. to S.W. Dist. 208 miles  
Lat.  $56^{\circ} 38' 42''$  N.  $56^{\circ} 38' 39''$  N. Long.  $185^{\circ} 21'$  W.  $185^{\circ} 11'$  East  
Temp. of Air  $74^{\circ}$  Water  $72^{\circ}$

August 20<sup>th</sup>  
Wind from South & clear pleasant weather which we have had for several days. Going 7 P. 7 & 9 knots & steering S.W. by S. with a trim ast. P. J. Pet. Dist. 190 miles. Lat.  $56^{\circ} 37' 42''$  N.  $56^{\circ} 37' 38''$  N. Long.  $188^{\circ} 46'$  W.  $189^{\circ} 05'$  East

August 21<sup>st</sup>  
Wind from South but abated to 4 knots. Dist. ~~174~~<sup>174</sup> miles  
Lat.  $56^{\circ} 36' 37''$  N.  $56^{\circ} 36' 20''$  N. Long.  $191^{\circ} 46'$  W.  $191^{\circ} 58'$  East  
Fine weather. Steaming as yesterday.

August 22<sup>nd</sup>  
Wind S.W. by E. Dist. 134 miles. Lat.  $56^{\circ} 35' 48''$  N.  $56^{\circ} 35' 34''$  N. Long.  $194^{\circ} 08'$  W.  $194^{\circ} 46'$  East. Fine weather. Course E & S.

August 23<sup>rd</sup>  
Wind light from S.W. to S.W. E. some moderate squalls of wind & rain. Dist. 124 miles. Lat.  $56^{\circ} 35' 29''$  N.  $56^{\circ} 35' 10''$  N. Long.  $196^{\circ} 14'$  W.  $196^{\circ} 31'$  East. Fine weather except during the squalls. This seems to be an infrequent track we are now passing only one sail having been seen since we left Japan.

August 24<sup>th</sup>  
Light breeze from S.W. to S.W. clear & pleasant made 63 miles. Lat.  $56^{\circ} 35' 05''$  N.  $56^{\circ} 35' 05''$  N. Long.  $197^{\circ} 22'$  W.  $197^{\circ} 18'$  East. Temp. air  $71^{\circ}$  Water  $72^{\circ}$

August 25<sup>th</sup>  
Light air from S.W. to S.W. made 64 miles. Lat.  $56^{\circ} 35' 00''$  N.  $56^{\circ} 35' 00''$  N. Long.  $197^{\circ} 39'$  W.  $197^{\circ} 58'$  East. Breeze W. Wind (Sea) & Thos. Jones (S. S.)



U. S. Ship Columbus. Crossing the North  
August 26<sup>th</sup>

Commenced with light air from N.E. and  
with a 6 knot breeze from East. Made 30 miles.  
Lat. 34° 37' N. DR 34° 40' N. Long. 197° 48' DR 198° 00'

August 27<sup>th</sup>

A mod. breeze from E by S to E N.E. Made 132'  
Lat. 32° 43' N. DR 32° 34' N. Long. 197° 55' DR 198° 35' E  
occasional light squalls of wind & rain.

August 28<sup>th</sup>

Wind light from E N.E. to East. occasionally  
moderate squalls of wind & rain. Dist. 122'  
Lat. 31° 13' N. DR 31° 14' N. Long. 198° 49' DR 198° 29' East  
To day the Commodore has gone about & now  
heads North & N by E in preference to standing  
to the S<sup>th</sup>. He is afraid of falling to leeward  
of the island.

August 29<sup>th</sup>

Light breezes from E by S to E by N. against which we  
are beating for reason given yesterday. Dist. 97'  
Lat. 32° 26' N. DR 32° 28' N. Long. 199° 06' DR 199° 20' East  
Some light squalls at yesterday.

August 30<sup>th</sup>

Wind and weather as yesterday but a  
rough sea & squalls perhaps a little heavier.  
Reefed topsails for the first time since we  
left port. And it might have been avoided  
still beating, in preference to standing S.E. &  
S.E. (by compass) which he could do. Dist. 110'  
Lat. 32° 08' N. DR 32° 07' N. Long. 199° 51' DR 200° 44' East  
Sun air 70° Water 71°

August 31<sup>st</sup>

Fresh breezes & clear. Rigs still in. Dist. 88 miles  
Lat. 33° 58' N. DR 33° 54' N. Long. 201° 18' DR 202° 24' East  
Wind E by S to E. & E.

Pacific. Towards the Sandwich Island  
September 1<sup>st</sup> 1846

Moderate breezes & clear wind about 8 A.M.  
a reef in f. & g. m. topsail, 7. Ballt. sails over  
them soon evidently apprehensive of the sea  
- that there being a rough sea. We are now  
standing to the S.E. being made (I hope) over  
last stretch to the N<sup>th</sup> yesterday. Dist. 97 miles  
Lat. 32° 35' N. DR 32° 25' N. Long. 200° 29' DR 200° 48' East  
September 2<sup>nd</sup>

Moderate breezes with occasional squalls of  
light wind & rain. Wind about 8 A.M. ~~Reefed~~  
~~Reefed~~ ~~Reefed~~ (late afternoon) Dist. 142'  
Lat. 31° 18' N. DR 31° 18' N. Long. 201° 03' DR 201° 43' East  
Sun air 70° Water 71°  
Number of sick 111. one list has been of this  
length for some time. Diarrhoea & some cases of fever.

September 3<sup>rd</sup>

Wind & weather as yesterday. the reefs taken on  
the 31<sup>st</sup> are still in. Sea still rough. Reel  
Reel. Muffet vs. (once armorer). Dist. 142 miles  
Lat. 29° 12' N. DR 29° 08' N. Long. 201° 30' DR 201° 48' East

September 4<sup>th</sup>

Wind E.N.E. and pleasant. Rigs in full & masts  
topsails. Standing close in the wind to S by E  
Dist. 143 miles. Lat. 26° 52' N. DR 27° 01' N. Long. 202° 12' DR 202° 52' East  
Number in the sick list 117. diarrhoea & fever.

September 5<sup>th</sup>

Moderate breezes & pleasant. E by N to N.E. by E.  
Turned out reefs & cropped Royal yards.  
Dist. 105 Lat. 25° 24' N. DR 25° 20' N. Long. 202° 45' DR 203° 06' East  
Number of sick 127. Sun of air 75° Water 75°

U.S. Ship Columbus leaving the Pacific

September 6<sup>th</sup>

Light and from S. by E. 10<sup>th</sup> Made 46 miles  
Lat. 16° 24' 44" N. Long. 161° 20' 05" W. 203° 09' East  
Number of sick 133.

September 7<sup>th</sup>

Light variable and from S. by W. 10<sup>th</sup> Made 46 miles  
dist. 27 Lat. 16° 24' 23" N. Long. 161° 20' 11" W. 203° 10' East  
Command William Brown (Sea). No. of sick 133.

September 8<sup>th</sup>

Light and from E. and pleasant weather.  
dist. 56 Lat. 16° 28' 40" N. Long. 161° 23' 31" W. 205° 08' East  
employed towing down rigging.

Number of sick 132. Drashers & Sailing.

September 9<sup>th</sup>

This Easterly wind which we got yesterday  
afternoon turned out to be the trade.

Wind mod. from E. by S. dist. 122 miles.

Lat. 16° 22' 01" N. Long. 161° 21' 47" W. 202° 51' East.

In the afternoon visited the islands the land  
Molokai & Maheo & at Sundown being  
just at the entrance of the passage between  
these islands he hailed to the wind & kept  
under topsails all night.

September 10<sup>th</sup>

John Kiker (boardman) died last night &  
was buried this morning. We are running  
between Molokai & Maheo with a fine  
trade from N.E. Our lower deck guns have  
loaded day before yesterday with 10 lbs. of  
powder on board. I found 1 shot a brace a  
found of grape & another load.

We anchored at 2 o'clock about  
2 miles from Honolulu & outside the reef.

towards the Sandwich Islands.

September 11<sup>th</sup> cont<sup>d</sup>

This is the 9<sup>th</sup> of the time left here. We  
found here the English Frigate Juno &  
Argentine Spy. We are anchored in  
25 fms. water & have 120 fms. out on the 8th.  
cattle. Heard of hostilities having commu-  
enced in Mexico between our troops &  
the Mexicans & of our squadron having  
taken possession of California. Our anchor  
is in 25 fms. but the ship is in 31.

September 11<sup>th</sup>

Wind from the N. by E. and pleasant weather.  
We got here bananas, melons, water, & musk, grapes  
we asparagus, sweet & Irish potatoes, and have corn  
tomatoes, beans, bread &c. but everything is rather  
dear than we are. Several whalers here getting up.  
A hotel in town where we can get a toler-  
able meal at a high price, but it has no sleeping  
apartments & there is difficulty in getting beds.  
We sleep in green houses. Rooms are plentiful & quite  
good & 1 dollar a side.

We are anchored about 1 mile from the reef  
& between 2 & 3 from the landing place.

We have hired a Hawaiian laborer for our own  
casks & he is waiting for a present in the  
at the rate of 1000 galls. a tub.

Number of sick 133.

September 12<sup>th</sup>

The trades blow very fresh here from N.E. &  
there are frequent showers of rain in the fore-  
noon light mist. We have some fresh, topshells &  
exchange a salute of 21 guns with the fort & 13  
with the Juno. 120 sick.

W. S. Ship Columbus. Sandwich Islands

September 13

Trade wind fresh from N.E. & E. and pleasant. Tern. air 76. The whaler Olympia & Ship Charles arrived. Both American. The latter from Ranskat.

September 14<sup>th</sup>

Weather as yesterday. Two whalers arrived. John Kleber (banded) ~~arrived~~ died this day in arrival here & Mark Jones (Mar.) died yesterday. The latter was buried on shore. 116 feet.

Sept. 24<sup>th</sup>

Visited the Young Chiefs School with Mr. Stevens. The teacher, Messrs. Cook & brought me my polite in showing us the school-room & explaining everything. There were some 15 or 16 scholars of both sexes and of different ages from very young & others nearly grown up.

Alexander then him to the teacher & his two brothers, Moses & Lot were there. Moses is the oldest & the oldest scholar in the school.

Bernice was decidedly the prettiest girl & is also the best scholar they have. Jane is the best musician. Victoria is the sister of the 3 boys mentioned above. They were all neatly & even handsomely dressed in European style & spoke English perfectly well. Indeed they conversed themselves in that language. They recited in Arithmetic, Reading & Algebra & showed considerable proficiency. Bernice, Jane & Abigail sang "Tis Sweet to Pile the Morning's Mirth" "Sweet Afternoon" & the two first played from notes. They have had some instruction from foreign ladies residing here but have no teacher. All are very fond of music & play a little by ear.

Sandwich Islands

20

it is the most interesting sight I have witnessed for a long while. Some of the girls & boys seemed both in their features & expression a strong mixture of American or European blood. This school is conducted entirely in English as is also one of the other schools on the island. All others are taught in the native language.

The girls were neatly dressed just as young school girls of good family to be in our own country. The boys also were

neatly dressed. Moses & his two brothers quite handsomely in blue coats, <sup>and good looking boys</sup> & light jackets. Bernice wearing a handsome gold chain & Bernice, Jane, Abigail & Mary are about 14. they would pass for 16 at home.

Moses looks 19 & Alexander 14. Let it between them I was there about an hour & a half & was much pleased.

September 25<sup>th</sup>

We are expecting to sail to day and are now only waiting the arrival of the Commodore & Bullock. His Majesty Ramkameha has just sailed under our stern in his first battle accompanied by several of his young sons.

His Majesty was looking over the rail playing with a handkerchief. This is the 2<sup>nd</sup> time I have seen him, on the former occasion he was riding in the Manoa valley. I have enjoyed my stay here very much, the rides to the Pale & Manoa valleys & the baths I have had in a delightful bathing place on the road to the Pale. The accommodations on there consisted of a seat at the Hotel table & a bed at a grass house some hundred yards distant the whole at an expense of 25<sup>cts</sup> a day. Plenty of fleas & mosquitoes



at the Columbus & Sandwich Islands  
in the grass house. During our stay here  
this wind has been from the N.E. and some-  
times very fresh. Several times there were  
banks of cloud in the S.E. which made  
us expect a southerly wind. This would  
set us right in time or on the reef, so we  
were by no means anxious for it. But the signs  
called for the worst that ever befel us was  
a calm with light showers of rain. The  
weather had been delightful during our  
stay here. A refreshing trade wind & some  
rain enough to wet a jacket.

We have taken 20 sick on board.  
Nine sundull men collected from different  
places like here also shipped several  
men. As an instance of the extravagant  
prices demanded here we had to pay \$100  
for two rough shaws suitable for a m. to gall.  
and \$52 for <sup>a very good</sup> a piece for 20 followers.

The pilot, Mr. Penhallow, informed me that  
there is 20 ft. on the bar at high water & 22 ft.  
high water & southerly wind. He thinks that a  
channel deep enough for this ship might be  
made and the coral reef for about \$10,000, the  
coral being quite soft.

Sept 29<sup>th</sup>

We sailed at sundown last evening & by 9  
lost sight of Oahu. At the first watch  
saw a lunar rain bow, a perfect arch & very  
distinctly marked but it was too dark to  
distinguish the color the whole appearing of  
a greenish white. We changed our time here  
by the gun order & had two fourtenths of September

Passage from Sandwich Island, for 16.

Sept. 29<sup>th</sup> 1846

Wind from E.N.E. 5 to 9 knots. dist. 122'  
Lat. 19° 28' N. Long. 157° 49' W. DR 157° 35' West  
pleasant weather. Sea 72° Water 72°

Amount of water on hand 83.804 galls. Daily  
expenditure (including 50 galls. for stock) 87 galls.

Number of sick 57 including 18 of the  
supernumeraries. Action board from the  
Quint. We have on board a man  
named David Hulvan to take passage to  
Galapagos.

Sept. 30<sup>th</sup>

Commenced with the trade from E.N.E. at  
yesterday. This gradually failed to a calm  
& then a light air from S.E. at 10 am.  
we had the breeze again from E. 5 knots.  
dist. 48' Lat. 18° 41' N. Long. 157° 12' W. DR 157° 23' West  
No sick. 55' Sept. 1<sup>st</sup> 1846

a 6 knot breeze from E. 5 to 7 knots. dist. 142'  
Lat. 18° 16' 26" N. Long. 156° 45' W. DR 156° 11' West  
Sick 55. Oct. 2<sup>nd</sup>

Wind E. 5 to 7 knots. dist. 141' Lat. 18° 14' 30" N.  
Long. 155° 45' W. DR 155° 27' West. Sea 74° Water 76°  
Oct. 3<sup>rd</sup>

Wind E.N.E. 5 to 7 knots. dist. 147 miles. Lat. 18° 12' 44" N.  
Long. 154° 53' W. DR 154° 23' West. Sea 74° Water 76°  
pleasant weather.

Oct. 4<sup>th</sup>

Commenced with wind at yesterday changed  
in the night to a light breeze from E. 5 knots with  
rain. Got with a 5 knot breeze from E. N.E. velocity  
dist. 123' Lat. 11° 25' N. Long. 154° 01' W. DR 153° 45' West  
There is an island called Manuel Rodriguez  
land down here in the channel, but we saw nothing  
of it. Land birds, however, proper have been in  
sight for a day or two.



U. S. Ship Columbus. Passage from the  
Oct. 5<sup>th</sup> 1846

Commenced with wind S by E 4 knots. Ends  
S by E 2 1/2 knots. Fine weather. Dist. 112'  
Lat. 3. 9° 36' N. dr. 9° 47' N. Long. C 153° 25' dr. 153° 09' W.  
Number sick 48

Oct. 6<sup>th</sup>

Commenced with the wind of yesterday. Ends  
with a 7 1/2 knot breeze from N by E. Pleasant  
weather & standing on the wind but not by  
Tongue & S. S. Studd & sail set. Dist. 122'  
Lat. 0. 7° 55' N. dr. 7° 55' N. Long. C 152° 34' dr. 152° 17' W.

Oct. 7<sup>th</sup>

Commenced with wind S by E going 5 knots. gradually  
lands E & S by S going 6 1/2 knots. Ends S by E 4 1/2 knots.  
Lat. 7° 08' N. dr. 6° 52' N. Long. C 152° 38' dr. 152° 31' W.  
Weather pleasant with the exception of occasional  
light shower of rain. Then winds turn into the  
S E trade.

Oct. 8<sup>th</sup>

a 4 1/2 knot breeze from S E 1/2 E. pleasant  
weather. Lat. 0. 5° 18' N. dr. 5° 16' N. Long. C 153° 15' dr. 153° 23' W.  
Tem. air 79° Water 77°. No sick 56

Oct. 9<sup>th</sup>

Wind exactly as yesterday. Lat 3° 51' N. dr. 4° 02' N. Long.  
C 153° 38' dr. 153° 36' W.

Oct. 10<sup>th</sup>

Wind from same point but got up to 7 knots one  
hour. Lat. 1° 46' N. dr. 1° 51' N. Long. C 154° 30' dr. 154° 17' W.

Oct. 11<sup>th</sup>

Wind E S by E to S E 1/2 E. from 6 down to 2 knots. pleas-  
-ant weather. Crossed the line at 1.30. P. M. Sun-  
-day. Lat. 0. 50° 33' N. dr. 50° 11' N. Long. C 154° 46' dr. 154° 54' W.

Sandwich Island to the South  
Oct. 12<sup>th</sup> 1846

Wind S E by E to East, very light when from the  
latter quarter. Pleasant weather & not a rope  
touched during the watch. Dist. 66'  
Lat. 0. 53' S. dr. 1° 04' S. Long. C 156° 18' dr. 155° 52' W.  
Tem. air 74° Water 74°. Number of sick 66

Oct. 13<sup>th</sup>

Wind from E to S by N. 6 1/2 knots. Ship sailing  
badly. Dist. 147' Lat. 0. 3° 10' S. dr. 3° 17' S. Long. C 155° 37' dr. 155° 40' W.  
Pleasant weather & not a rope touched.

Oct. 14<sup>th</sup>

Wind S by N to S N E 4 to 7 knots. pleasant weather  
Dist. 144' Lat. 0. 5° 35' N. dr. 5° 28' S. Long. C 155° 39' dr. 155° 19' W. These  
winds have all the appearance of then clouds, &  
steadiness of being the trade, altho' S by E.

Oct. 15<sup>th</sup>

From a 3 to a 6 knot breeze from E to S N E & fine  
weather in estimating the wind by knots I mean  
that this ship goes so many & the sails badly put  
on. Dist. 123' Lat. 0. 7° 45' N. dr. 7° 55' N. Long. C 155° 41' dr. 155° 10' W.

Oct. 16<sup>th</sup>

a breeze from S by N to S E 1 to 7 knots. Occasional  
light rain which slightly kills the breeze for  
times. Pleasant weather generally. Dist. 99'  
Lat. 0. 9° 39' N. dr. 9° 07' S. Long. C 154° 56' dr. 154° 46' W.

Oct. 17<sup>th</sup>

Wind N E to S N E 1 to 7 knots. weather as yesterday.  
Occasional mod. squalls of wind. Dist. 90' { air 78°  
{ water 78°  
Lat. 0. 10° 32' N. dr. 10° 22' S. Long. C 154° 55' dr. 155° 06' W.

Oct. 18<sup>th</sup>

Wind variable from S E to N by E. 1 to 5 knots. Pleasant  
with ex. of occasional squalls of mod. wind & light rain  
Here to for 1 hour during the day at [an island] to [un-]  
dist. 94' Lat. 0. 12° 31' N. dr. 12° 03' S. Long. C 154° 57' dr. 154° 03' W.  
Performed Divine Service

U. S. Ship Columbus Passage from

Oct. 19<sup>th</sup> 1846

Wind from S by E to E by S from 4 to 6 knots. Occasionally light rain squalls. Otherwise pleasant weather. Dist. 131' Lat. o. 14° 33' dr. 14° 07' S. Long. e. 155° 27' dr. 154° 50' W. Temp. of air 78° Water 78° No. of sick 55.

Oct. 20<sup>th</sup>

Wind as yesterday. Passing clouds & pleasant weather. Dist. 119' Lat. o. 15° 57' dr. 15° 27' S. Long. e. 155° 51' dr. 155° 29' W.

Oct. 21<sup>st</sup>

Wind from E by S to S by E 1 to 7 knots. Squalls of rain. Dist. 105' Lat. o. 17° 30' dr. 17° 08' S. Long. e. 156° 14' dr. 155° 51' W. We have any old suit of sails bent & some are sails almost every boat.

Oct. 22<sup>nd</sup>

Wind from E. to N by E. 3 to 5 knots. Pleasant weather. Exercised the crew at general quarters for the first time since we were in the Bogue. Dist. 95' Lat. o. 19° 14' dr. 19° 11' S. Long. e. 155° 40' dr. 155° 20' W.

Oct. 23<sup>rd</sup>

Wind light & variable a great deal of rain. Dist. 77' Lat. o. 19° 55' dr. 20° 01' S. Long. e. 155° 14' dr. 155° 28' W. Temp. of air 70° Water 74°.

Oct. 24<sup>th</sup>

Wind S by E to S by E 4 to 6 knots. pleasant weather. Dist. 109' Lat. o. 20° 49' dr. 21° 08' S. Long. e. 156° 30' dr. 156° 30' W. James Green (Cox) fell from the main t. sail yard into the waist boat & broke both wrists besides some severe cuts about the head. They are bandaging a new m. t. s. at the time. This is the first accident of the kind we have had this cruise.

Honolulu towards Valparaiso.

Oct. 25<sup>th</sup> 1846

Wind E by S to S by S. 4 to 9 knots. Pleasant weather. Saw the island of Manua some 15 miles off. Dist. 140' Lat. o. 22° 14' dr. 22° 13' S. Long. e. 158° 06' dr. 157° 50' W. Temp. air 74° Water 73° No. sick 58.

Oct. 26<sup>th</sup>

Wind S by E to S by E. 9 to 5 knots. pleasant weather. Variable with passing & light rain squalls. Had another bout at General Quarters. We are to continue these exercises in Monday, & signers days until further order. Dist. 161' Lat. o. 24° 12' dr. 24° 16' S. Long. e. 160° 05' dr. 159° 53' W. Temp. air 64° Water 66°.

Oct. 27<sup>th</sup>

Wind E. to S by E. 5 to 7 knots. pleasant weather. Exercised some light f. m. Dist. 145' Lat. o. 26° 01' dr. 26° 29' S. Long. e. 161° 08' dr. 160° 50' W. Temp. air 62° Water 68°.

Oct. 28<sup>th</sup>

Wind S by E & S by E 3 to 6 knots. passing clouds & rain with occasional puffs of wind. Dist. 127' Lat. o. 27° 42' dr. 27° 41' S. Long. e. 162° 31' dr. 162° 31' W.

Oct. 29<sup>th</sup>

Weather as yesterday only wind rather stronger. Exercised at general quarters. Dist. 150' Lat. o. 29° 35' dr. 29° 40' S. Long. e. 164° 25' dr. 164° 13' W.

Oct. 30<sup>th</sup>

Wind S by E to S by S. 4 to 6 knots. cloudy. Dist. 123' Lat. o. 30° 50' dr. 31° 04' S. Long. e. 165° 30' dr. 165° 11' W. Air (at 8 a.m.) 54° Water 60°.

Oct. 31<sup>st</sup>

Wind S by E & S by S. 4 to 6 knots. pleasant. Dist. 107' Lat. o. 32° 18' dr. 32° 23' S. Long. e. 166° 34' dr. 166° 20' W. air (at 4 a.m.) 54° Water 56°.

U. S. Columbus. Passage from  
November 1<sup>st</sup> 1846

Commenced with light air from ESE  
ended with light air from N-E  
pleasant. dist. 41' Lat. 0. 32° 54' lon. 32° 50' South  
Long. 166° 34' lon. 166° 23' West.  
Nov. 2<sup>nd</sup>

Commenced with light air from N. Ended  
with 6 knot breeze from NW. cloudy.  
dist. 109' Lat. 0. 34° 19' lon. 34° 30' Long. 165° 32' lon. 165° 34'  
Nov. 3<sup>rd</sup>

Wind NW 5 to 8 cloudy & some light  
shower. dist. 153' Lat. 0. 36° 01' lon. 36° 01' S. Long. 163° 22'  
Nov. 4<sup>th</sup>

Wind NW 7 to 8 knots. Misty & light rain.  
dist. 182' Lat. 0. 36° 38' lon. 36° 37' S. Long. 159° 51' lon. 159° 51'  
Air (at 4 a.m.) 55° Water 58°  
Nov. 5<sup>th</sup>

Wind N-E 10 knots. Ended from W-E knots.  
cloudy & rainy. dist. 222' Lat. 0. 36° 31' lon. 36° 34'  
Long. 155° 05' lon. 155° 20' West. Air (a.m.) 53° Water 52°  
Nov. 6<sup>th</sup>

Commenced with wind from W-E knots  
drifted by the S to East. 5 to 7 knots. cloudy  
with occasional rain. dist. 127' Lat. 0. 36° 54' lon. 36° 57'  
Long. 153° 05' lon. 153° 05' West.  
Air (at Meridian) 49° Water 52°  
Nov. 7<sup>th</sup>

Wind commenced S by N 4 to 6 knots & light  
breeze N-E. 8 to 9 knots. Cloudy with rain.  
dist. 136' Lat. 0. 37° 30' lon. 37° 46' S. Long. 151° 29' lon. 151° 00' West.  
Nov. 8<sup>th</sup>

Wind from N by S to N by W 7 to 10 knots. Pleasant  
weather with passing clouds. dist. 198'  
Lat. 0. 37° 50' lon. 37° 50' S. Long. 147° 30' lon. 147° 24' West.

Sandwich Islands to Galapagos  
Nov. 9<sup>th</sup> 1846.

Wind commenced at North & hauled round to  
W. SW. South & ends SE. going from 6 to 9 knots.  
The wind being lightest when at S. Pleasant  
weather with passing clouds. dist. 180'  
Lat. 0. 37° 27' lon. 37° 50' S. Long. 143° 42' lon. 143° 45' West.  
Temp. of air at (over wind SE) 50° Water (at (over)) 53°  
Amount of Altatroped one now in sight  
Nov. 10<sup>th</sup>

Commenced with wind SSE 7 knots. hauled to  
S by E 3 to 4 knots. ends S by W 2 to 3 knots. Clear  
pleasant weather. dist. 105' Lat. 0. 37° 41' lon. 37° 41'  
Long. 141° 37' lon. 141° 30' West. Air at (over wind S by W) 55°  
Nov. 11<sup>th</sup>

Light air between S & W. going from 1 knot to  
3 to 4. Clear & pleasant. dist. 57' Lat. 0. 37° 55' lon. 37° 55'  
Long. 140° 32' lon. 140° 27' West.  
Nov. 12<sup>th</sup>

Commenced calm. Ended with a 4 knot breeze  
N-E. Passing clouds & pleasant weather.  
dist. 66' Lat. 0. 37° 42' lon. 37° 35' S. Long. 139° 00' lon. 139° 14' West.  
Nov. 13<sup>th</sup>

Wind for the first 12 hours N-E going from  
5 up to 9 knots. Last 12 hours North going from  
7 to 11 knots. dist. 212' Lat. 0. 38° 37' lon. 38° 15' South  
Long. 134° 50' lon. 134° 39' West. Air at (over) 52° Water 51°  
Buried James, Quinn (Marine). pleasant  
Nov. 14<sup>th</sup>

Wind N-NW & N by W 9 to 11 knots. hazy with some  
light rain. dist. 237' Lat. 0. 38° 45' lon. 38° 31' South  
Long. 129° 50' lon. 129° 49' West. Air at (over) 57° Water 55°

U. S. Ship Columbus on her way to  
Nov. 15<sup>th</sup> 1846

Commenced with wind N.W. 11 & 10. Sails to  
S.W. 7 & 9 knots. Ends S.W. 4 & 5 knots. Some squalls  
& rain. Ends pleasant. Dist. 19.3 Lat. o. 38° 17' d. n. 38° 20'  
Long. C 125° 48' d. n. 125° 48' <sup>The Commencement</sup> Employed catching  
min water

Nov. 16<sup>th</sup>

Commenced S.W. 2 & 4 knots Ends N. & N.E.  
5 & 3 knots. Clear & pleasant. Dist. 83'  
Lat. o. 38° 13' d. n. 38° 12' Long. C 123° 59' d. n. 124° West

Nov. 17<sup>th</sup>

Did N.E. to N. 3 to 9 knots. a heavy swell  
from S.W. foggy weather. Dist. 164' Lat. o. 38° 46'  
d. n. 38° 32' Long. C done d. n. 120° 38' West

Nov. 18<sup>th</sup>

Commenced with wind North 9 & 10 knots. Haul  
to W. 3 & ends S.W. 5 & 6 knots. Frequent fogs  
with clear intervals. James Burdieu O.P.  
did of ~~Diarrhoea~~. Dist. 194' Lat. o. 38° 33' d. n. 38° 25'  
Long. C 116° 22' d. n. 116° 34' West. Air 58° Water 54°

Nov. 19<sup>th</sup>

Wind N.W. 3 knots. S.W. 4 knots. N. & S. 2 & 1  
ends W. & N. 8 & 9 knots. Thick foggy weather.  
Dist. 101' Lat. o. done d. n. 38° 36' Long. C done d. n. 114° 27' West

Nov. 20<sup>th</sup>

Wind N.W. West & S.W. 8. 9 & 10 knots. Thick misty  
weather. Dist. 228' Lat. o. 38° 25' d. n. 38° 25' Long. C 109° 47' d. n. 109° 47'

Nov. 21<sup>st</sup>

Wind S.W. & N.W. 7 & 8 knots. Cloudy & misty  
Dist. 185' Lat. o. 38° 27' d. n. 38° 30' Long. C 105° 55' d. n. 105° 56'

Nov. 22<sup>nd</sup>

Wind W. & S.W. 8 to 10 knots. Dist. 215'  
Lat. o. 38° 40' d. n. 38° 37' Long. C 101° 37' d. n. 101° 26'

Valparaiso from Honolulu  
Nov. 23<sup>rd</sup> 1846.

Wind S. & S.W. 7 & 8 knots. Dist. 182' Lat. o. 38° 44' d. n. 38° 50'  
Long. C 97° 49' d. n. 97° 47' West. Air 52° Water 51°

Nov. 24<sup>th</sup>

Wind S. & S.W. 4 to 8 knots. Dist. 183' Lat. o. 38° 32'  
d. n. 38° 38' Long. C 94° 55' d. n. 94° 35' Air (at 4 am) 50°  
Water do 50°

Nov. 25<sup>th</sup>

<sup>Light</sup> Wind S.W. W.S.W. W. & N. 7 & 8 knots. passing clouds &  
pleasant weather. Dist. 175' Lat. o. 38° 14' d. n. 38° 16' Long. C  
91° 22' d. n. 91° 15' West.

Nov. 26<sup>th</sup>

Wind W. & S. S.W. S. S.E. S. 7 & 8 knots. Weather  
foggy & clear alternately. Dist. 192' Lat. o. 37° 21'  
Lat. d. n. 37° 31' South Long. C 87° 55' d. n. 87° 25' West  
Temp. of air (at P. M.) 47° Water 49°

Nov. 27<sup>th</sup>

Wind S.E. to E.S.E. 6 to 8 knots. Mod. breeze & pass-  
ing clouds. Standing Island (Arm. & Mate)  
did. Dist. 162 miles Lat. o. 35° 54' d. n. 35° 07' Long. C 85° 08'  
Long. d. n. 84° 57' West.

Nov. 28<sup>th</sup>

Wind about S.E. 4 to 8 knots. Clear & pleasant.  
Dist. 146' Lat. o. 35° 25' d. n. 35° 34' Long. C 82° 58' d. n. 82° 15' West

Nov. 29<sup>th</sup>

Wind S.E. to S. 7 & 8 knots. Mod. breeze & passing clouds  
occasional fogs. Number in sick list 98. Gen. Lat  
stopped Capt. Selfridge from washing clothes for the  
last 3 or 4 days. Dist. 183' Lat. o. 35° 10' d. n. 35° 17' South  
Long. C done d. n. 78° 37' West

Nov. 30<sup>th</sup>

Wind S.E. 7 to 10 knots. passing clouds & pleasant.  
Dist. 219 miles Lat. o. 34° 07' S. d. n. 34° 19' S. Long. C 74° 29' d. n. 74° 24'

N. S. Columbus. Passage from  
November 14 1846

Commenced with light air from ESE  
ended with light air from N-E  
pleasant. dist. 41' Lat.  $0.32^{\circ}54'$  lon.  $82^{\circ}50'$  South  
Long.  $166^{\circ}34'$  lon.  $166^{\circ}23'$  West.

Nov. 2<sup>nd</sup>

Commenced with light air from N. End  
with 6 knot breeze from NW. cloudy.  
dist. 109' Lat.  $0.34^{\circ}19'$  lon.  $84^{\circ}30'$  Long.  $165^{\circ}32'$  lon.  $165^{\circ}34'$

Nov. 3<sup>rd</sup>

Wind. NW 5 to 8 cloudy & fine light  
breeze. dist. 153' Lat.  $0.36^{\circ}38'$  lon.  $86^{\circ}37'$  Long.  $163^{\circ}22'$   
lon.  $163^{\circ}22'$

Nov. 4<sup>th</sup>

Wind. North 7 to 8 knots. misty & light rain.  
dist. 182' Lat.  $0.36^{\circ}38'$  lon.  $86^{\circ}37'$  Long.  $159^{\circ}51'$  lon.  $159^{\circ}43'$   
air (at 4 am) 55° Water 58°

Nov. 5<sup>th</sup>

Wind N-E 10 knots. End from W 6 knots.  
cloudy & rainy. dist. 222' Lat.  $0.36^{\circ}31'$  lon.  $86^{\circ}34'$   
Long.  $158^{\circ}05'$  lon.  $155^{\circ}20'$  West. air (4 am) 55° Water 52°

Nov. 6<sup>th</sup>

Commenced with wind from W which  
drifts by the S to East. 5 to 7 knots. cloudy  
with occasional rain. dist. 127' Lat.  $0.36^{\circ}54'$   
lon.  $86^{\circ}57'$  Long.  $153^{\circ}05'$  West.  
air (at Meridian) 49° Water 52°

Nov. 7<sup>th</sup>

Wind commenced 8 by N 4 by knots & hauls round  
by the N to N-NW 8 to 9 knots. Cloudy with rain  
dist. 136' Lat.  $0.37^{\circ}30'$  lon.  $87^{\circ}46'$  Long.  $151^{\circ}29'$  lon.  $151^{\circ}00'$  West

Nov. 8<sup>th</sup>

Wind from N by S to N by W 7 to 10 knots. Pleasant  
weather with passing clouds dist. 198'  
Lat.  $0.37^{\circ}50'$  lon.  $87^{\circ}50'$  Long.  $147^{\circ}30'$  lon.  $147^{\circ}24'$  West

Sandwich Island to Galapagos

Nov. 9<sup>th</sup> 1846

Wind commenced at North & hauls round to  
W. S.W. South & ends SE. going from 6 to 9 knots  
the wind being lightest when at S. Pleasant  
weather with passing clouds dist. 180'  
Lat.  $0.37^{\circ}27'$  lon.  $87^{\circ}50'$  Long.  $143^{\circ}42'$  lon.  $143^{\circ}45'$  West  
Temp. of air at (mer) (mid SE) 50° Water (at mer) 53°

Number of Albatrosses one now in sight

Nov. 10<sup>th</sup>

Commenced with wind SSE 7 knots, hauls to  
SE 3 to 4 knots, ends SE 1/4 W 2 to 3 knots. Clear  
pleasant weather. dist. 105' Lat.  $0.37^{\circ}11'$  lon.  $87^{\circ}14'$   
Long.  $141^{\circ}37'$  lon.  $141^{\circ}30'$  West. air at (mer) mid SE 55°

Nov. 11<sup>th</sup>

Light air & between S & W. going from 1/2 knot to  
3/4. Clear & pleasant. dist. 57' Lat.  $0.37^{\circ}55'$  lon.  $87^{\circ}18'$   
Long.  $140^{\circ}32'$  lon.  $140^{\circ}27'$  West

Nov. 12<sup>th</sup>

Commenced calm. Ends with a 4 knot breeze  
by N-E. Passing clouds & pleasant weather  
dist. 66' Lat.  $0.37^{\circ}42'$  lon.  $87^{\circ}38'$  Long.  $139^{\circ}00'$  lon.  $139^{\circ}14'$  West

Nov. 13<sup>th</sup>

Wind for the first 12 hours N-E going from  
5 up to 9 knots. Last 12 hours North going from  
3 to 11 knots. dist. 212' Lat.  $0.38^{\circ}37'$  lon.  $88^{\circ}15'$  South  
Long.  $134^{\circ}50'$  lon.  $134^{\circ}39'$  West. air at (mer) 52° Water 51°

Buried James Quinn (Marine). pleasant

Nov. 14<sup>th</sup>

Wind N-NW & N by W 9 to 11 knots. hazy with fine  
light rain. dist. 237' Lat.  $0.38^{\circ}45'$  lon.  $88^{\circ}30'$  South  
Long.  $129^{\circ}50'$  lon.  $129^{\circ}44'$  West. air at (mer) 57° Water 50°

U. S. Ship Columbus on her way to  
Nov. 15<sup>th</sup> 1846

Commenced with wind N. by W. 11 & 10. Sails to  
SW 7 & 9 knots. Ends by E 4 & 5 knots. Some squalls  
& rain. Ends pleasant. Dist. 193' Lat. 38° 17' d. 38° 29'  
Long. 125° 48' d. 125° 48' <sup>The Commencement</sup> Employed catching  
min. water

Nov. 16<sup>th</sup>

Commenced SW 2 & 4 knots. Ends N. by N. E  
5 & 3 knots. Clear & pleasant. Dist. 83'  
Lat. 38° 13' d. 38° 11' S. Long. 123° 59' d. 124° West

Nov. 17<sup>th</sup>

Wind N. by E to N. 3 to 9 knots. a Leary pack  
home SW. foggy weather. Dist. 164' Lat. 38° 46'  
d. 38° 32' S. Long. 120° 38' West

Nov. 18<sup>th</sup>

Commenced with wind North 9 & 10 knots. Haul  
to N. E. 3 & ends by E 5 & 6 knots. Frequent fogs  
with clear intervals. James Durdin O. S.  
died of Diarrhoea. Dist. 194' Lat. 38° 33' d. 38° 25' S.  
Long. 116° 22' d. 116° 34' West. Air 58° Water 54°

Nov. 19<sup>th</sup>

Wind N. by W. 3 knots. S. by E 4 knots. N. by E 2 & 1  
ends W. by N. 8 & 9 knots. Thick foggy weather.  
Dist. 101' Lat. 38° 36' S. Long. 114° 27' West

Nov. 20<sup>th</sup>

Wind N. by West & SW. 8. 9 & 10 knots. Thick misty  
weather. Dist. 228' Lat. 38° 25' d. 38° 25' Long. 109° 47' d. 109° 45'

Nov. 21<sup>st</sup>

Wind N. by W. & W. by S. 7 & 8 knots. Cloudy & misty  
Dist. 185' Lat. 38° 27' d. 38° 30' Long. 105° 55' d. 105° 56'

Nov. 22<sup>nd</sup>

Wind W. by S. & S. by W. 8 to 10 knots. Dist. 215'  
Lat. 38° 40' d. 38° 37' Long. 101° 37' d. 101° 26'

Valparaiso from Honolulu  
Nov. 23<sup>rd</sup> 1846.

Wind S. by S. W. 7 & 8 knots. Dist. 182' Lat. 38° 44' d. 38° 50'  
Long. 97° 49' d. 97° 47' West. Air 52° Water 51°

Nov. 24<sup>th</sup>

Wind S. by S. W. 4 to 8 knots. Dist. 133' Lat. 38° 32'  
d. 38° 38' Long. 94° 55' d. 94° 55' Air (at 4 am) 58°  
Water do 50°

Nov. 25<sup>th</sup>

Wind <sup>S. by S.</sup> SW. W. S. W. W. by S. 7 & 8 knots. passing clouds &  
pleasant weather. Dist. 175' Lat. 38° 14' d. 38° 15' S. Long.  
91° 22' d. 91° 15' West

Nov. 26<sup>th</sup>

Wind W. by S. S. by S. S. E. S. E. 7 & 8 knots. Weather  
foggy & clear alternately. Dist. 192' Lat. 37° 21'  
d. 37° 31' S. Long. 87° 58' d. 87° 25' West  
Temp. of air (at 8. A. M.) 47° Water 49°

Nov. 27<sup>th</sup>

Wind S. E. to E. S. E. 6 to 8 knots. Prod. larger & pass-  
ing clouds. Stansbury Island (Arm. & Kate)  
sighted. Dist. 162 miles. Lat. 35° 54' d. 35° 07' Long. 85° 08'  
Long. d. 84° 58' West

Nov. 28<sup>th</sup>

Wind about S. E. 4 to 8 knots. Clear & pleasant.  
Dist. 146' Lat. 35° 25' d. 35° 34' Long. 82° 18' d. 82° 15' West

Nov. 29<sup>th</sup>

Wind S. E. to S. 7 & 8 knots. Prod. larger & passing clouds  
occasional fog. Number on pick list 98. One last  
stopped Capt. Selfridge from washing clothes for the  
last 3 or 4 days. Dist. 185' Lat. 35° 10' d. 35° 17' S. Long.  
78° 37' West

Nov. 30<sup>th</sup>

Wind S. E. 7 to 10 knots. passing clouds & pleasant.  
Dist. 219 miles. Lat. 34° 07' S. d. 34° 19' S. Long. 74° 29' d. 74° 24'



U.S. Ship Columbus. Arrival at Valparaiso  
Dec. 1<sup>st</sup> 1846

Wind S by E, S by W & South 8 to 4 knots. Common  
clouds & ends foggy. Hove to during the night  
for fear of land & the fog. About noon discovered  
land to the S of Valparaiso. Dist. 79' Lat.  $33^{\circ}56'$   
d. r.  $33^{\circ}46'$  S. Long.  $72^{\circ}58'$  d. r.  $72^{\circ}57'$  West. Dr. sick 90  
Peter Dyer (C. P.) died.

Dec. 2<sup>nd</sup>

Wind S by E & S by E 2 to 6 knots. Pleasant weather  
from 10<sup>am</sup> to during the night & at daylight stood  
for the land. An American Frigate made her  
appearance, supposed to be the Congress. At 9 AM  
made out the Point of Angels & the light house.

At midday entered the harbor & rec<sup>d</sup> a salute  
from the "Independence" 33 days from Rio being  
the Frigate he had purchased the Congress. Also  
from the U. S. Sloop. The Transport Lexington  
with a company of artillery on board for California  
also at anchor. H. B. M. Ships. Collingwood, Constance,  
Grampus & Talbot & French Frigate Virginie & Sarcel  
also here. Anchored in 29 fms water & hauled to  
20 fms in the cable.

Dec. 3<sup>rd</sup>

Wind from S of W & pleasant. Saluted the  
English flag with 15 guns. Returned with 15. The Chilean  
flag with 15. Returned with 21. The English Admiral  
with 15 & the U. S. Consul with 9.

Rearings from Anchorage Pt of Angels N by W 10 1/4 knots.  
Custom House S by W. Morrid ship with the  
small chain & stream anchor. 105 fms on the  
stream & 120 on the S by W anchor.

U. S. Columbus. Visit to Santiago  
Dec. 4<sup>th</sup> 1846

Mr. Linton & myself from this ship &  
Marcy & W. Jewell from the Independence  
left Valparaiso at 4 o'clock in 2  
"piloches" for Santiago. We had leave to  
be absent for a week. We reached Sala-  
manca at 9 o'clock there & at 5 next morning  
were underway, we reached the Quebrada del  
Espejo by about 7. Our view from the top  
had the clouds which covered the plain as  
had passed over but was nevertheless very  
remarkable, we reached "Curaguen" which  
I spell as I have heard it pronounced at  
10 breakfasted & by 11 went on to the Quebrada  
del Prado. This we climbed by 12 & from the  
summit caught our first view of the  
snow capped Andes. The prospect was most  
remarkable & fully equalled the descrip-  
tions I had heard of it. By 4 o'clock we  
reached the "Hotel Inglés". Each "pilocha"  
having made use of 18 horses & 4 men on the  
journey which is 30 leagues or about 90 mi-  
les. We gave an ounce for each "pilocha".

From the top of St. Lucia a hill in San-  
tiago I had a fine view of the Plain.  
This is some 10 leagues by 14 & is bounded  
by the rugged mts. then coming to it. It  
is so perfectly flat as to resemble a  
lake. Some few small hills looking like  
islands. All parts which can be irrigated  
are well cultivated & productive, the rest  
is waste land. There are no trees to be  
seen in the plain except fruit trees &  
shrub which have been planted the pop-  
lar being a favorite. Wood is very dear.

(Valparaiso)

in consequence. The Chileans are an improving people. They have some good schools. One called the "Instituto Nacional" I visited. It is ~~there~~ a college seems to be well conducted, several of the professors being foreigners. There are 130 pupils. At the Museum I saw the Tupa which I was told is found not only far from Santiago also wild cats which are common in the hills.

At the mint I was told that they coin annually about 5 or 6 hundred thousand dollars. They use the old screw press for stamping the coin being placed <sup>on</sup> the die & taken off by hand. A new press which placed & removed the coin itself was shown by ~~being~~ by ~~being~~ It always getting out of order as they said after working 20 or 30 times. Probably they did not understand it. This press it all ground by ~~the~~ ~~the~~ wind or water there being no steam mill in Chile. Some water mills have the old fashioned tread wheel.

Mr. Hailland is putting up a new one with an overshoot wheel, which will be the only one in the province, it costs about \$60,000 everything being very dear. It will work 4 pairs of stones & probably grind enough wheat for all Santiago. Santiago has 80,000 inhabitants.

Many have light hair & eyes. Negroes are scarcely seen. By the constitution any one becomes a free man on putting his foot on the soil of Chile. We stayed 5 days made the acquaintance of Mr. Green

Valparaiso.

Mr. Hailland & saw all that he could. I was very much pleased with my visit. One anxiety I saw was a filly 2 years old & barely 2) with a colt.

Dec 13

The Independence sailed for Montevideo. I visited the Collingwood. She is a beautiful ship, carries 4 eight inch guns on the main deck & 8 on the lower deck, all of 64.00 weight. On the spar deck she has 32 of 45.00 height calibre guns & the rest of her battery consists of 32 of 50.00 calibre. She carries two field pieces & 4 boat guns. She has one storeroom, expressly for her boats where everything which could possibly be wanted in getting out a boat for any service is kept. Each article being marked with the name of the boat for which it is destined & all belonging to the same boat being placed together. Bags were used to hold most of the articles. Small cooking stores were among the things I saw there. Her topdeck yards were placed, ready rigged, on the foremast. Everything seemed ready for service & well & evidently more conducted than the Col. Rd.

Saint. Nicholas. Schmitz was transferred to the Saint also. Middle Forest both being sent to Saint. John B. Bondolph from the Independence joined that ship.

U.S. Ship Calcutta. passage from  
Dec. 21<sup>st</sup> 1846

Yesterday afternoon we left Valparaiso & stood  
W. & W. by N. during the night. A 5 & 6 knot breeze  
from S.W. by W. pleasant weather but cloudy.  
Dist. 91' Lat.  $31^{\circ}39'$  d.  $31^{\circ}46'$  Long.  $78^{\circ}01'$  W. Time in 58' Water 55'

Dec. 22<sup>nd</sup>

Wind S.W. by South 4 to 7 knots. cloudy. Dist. 157'  
Lat.  $30^{\circ}24'$  S. Long.  $77^{\circ}16'$  W.

Dec. 23<sup>rd</sup>

Wind S.W. by South & S.E. 5 to 7 knots. cloudy & pleasant  
Dist. 157' Lat.  $26^{\circ}59'$  d.  $26^{\circ}47'$  Long.  $76^{\circ}15'$  d.  $76^{\circ}44'$  W.  
We are steering N.W.

Dec. 24<sup>th</sup>

Wind S.E. by E. 6 to 8 knots. cloudy. Exercised  
at General Quarters. Dist. 171' Lat.  $24^{\circ}29'$   
d.  $24^{\circ}14'$  S. Long.  $74^{\circ}48'$  d.  $74^{\circ}58'$  West. 63 sick.

Dec. 25<sup>th</sup> Christmas day

Wind S.E. by E. 5 to 8 knots.  
Dist. 142' Lat.  $22^{\circ}28'$  d.  $22^{\circ}23'$  Long.  $73^{\circ}45'$  d.  $73^{\circ}37'$   
At noon in this ship the men had no  
holiday. They scrubbed hammocks & looked  
out the spirit room & the Marines fired at  
a mark. An extra gong.

Dec. 26<sup>th</sup>

Wind S.E. 4 to 6 knots. cloudy. Dist. 118'  
Lat.  $20^{\circ}58'$  d.  $20^{\circ}46'$  Long.  $76^{\circ}34'$  W.  
Exercised some of the crew firing at a  
mark with carbines.

Dec. 27<sup>th</sup>

Wind S.E. 4 to 7 knots. pleasant weather.  
Dist. 132' Lat.  $18^{\circ}58'$  d.  $18^{\circ}47'$  Long.  $77^{\circ}14'$  d.  $77^{\circ}23'$   
Sun in 58' Water 58' Number sick 62.

Valparaiso to Callao

December 28<sup>th</sup> 1846

Wind S.E. by E. 5 to 8 knots. Dist. 166'  
Lat.  $16^{\circ}05'$  d.  $16^{\circ}14'$  S. Long.  $77^{\circ}24'$  d.  $77^{\circ}38'$  W. Exercised  
the crew at general quarters.

December 29<sup>th</sup>

Wind S.E. by E. 6 to 8 knots. part cloudy & part clear  
pleasant weather. Exercised some of the small arm  
men at target firing. Dist. 174' Lat.  $13^{\circ}21'$  d.  $13^{\circ}20'$  S.  
Long.  $77^{\circ}22'$  d.  $77^{\circ}32'$  W.

December 30<sup>th</sup>

Wind S.E. by E. 2 to 6 knots. A light air at one time  
from N.W. Exercised small arm men with carbines  
at a target. At 10.45 made the land in sight to be  
a steamer standing to the S. Dist. 87' Lat.  $12^{\circ}22'$   
d.  $12^{\circ}23'$  Long.  $77^{\circ}27'$  d.  $77^{\circ}17'$  West.

Dec. 31<sup>st</sup>

The island of San Lorenzo in sight at 7<sup>pm</sup> some 20  
miles from Callao in 9 fms. at 9 AM got under-  
way & stood a mile closer in. Anchored in 9 fms.  
& hoisted to 75 fms. Part of the crew hoisted out boats from  
several saluted us. Found him H. B. M. Steamer  
Tampson. & French Corvette Barcelle

Jan. 1<sup>st</sup>

H. B. M. Frigate "Constance" 50 arrived 8 days from  
Valparaiso. Sent 166 men on liberty for 48 hours  
with 5 dollars each. As midshipman or steward  
officers are allowed to visit Lima.

Jan. 2<sup>nd</sup>

Wind always from the S.E. & S.W. by E. & S.W. by N. & S.W. by E.  
employed watching ships. Alligator ~~peaks~~ are in  
the son, grapes not quite ripe. Bathing not be-  
gun.

Jan. 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup>

Nothing occurs. We are waiting for the mail from  
Panama. The Com. is in Lima living with Mr. McCall

W. S. Sheik Coleambus. At Callao.

Jan. 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> continued

We have a good deal of mist & fog interspersed with some fine sunshiny days.

Jan. 5<sup>th</sup>

General Castella, President of Peru & all his family visited us & was received in the main yard. When he left the yard was manned again & 21 guns fired the Peruvian flag at the fore.

Jan. 6<sup>th</sup>

The President visited the Sampson & was received in the main yard & the Peruvian flag at the main. The Commodore fired 21 guns as the flag went up in the Sampson (the S. did not salute). He afterwards visited the Commodore & was again saluted, (as he left). Goods being manned as he came & went.

Jan. 7<sup>th</sup>

The steamer arrived from Peru & brings English papers of Nov. 17<sup>th</sup> & American of Nov. 14<sup>th</sup>. An E. List. told me that a year or two since he captured a slave ship with a crew of 20 Arabs, the Arabs were given up to the authorities at Cape Town and Negroes & 5 provided a head of punishment for them. And the English are supposed to take the lead in emancipation. The List. admitted that he suggested the idea to the Captain in writing that if they were not sufficiently dark they could punish them. The Am. Fred. Clayton is the man.

From Callao to Monterey.

January 8<sup>th</sup> 1847.

At 9 o'clock in the mid watch we got underway with a light S.E. breeze & fair. Most of the day becalmed off San Lorenzo.

Jan. 10<sup>th</sup>

Commenced with light breeze from S.E. & good on for the rest of the day with a S.W. breeze from S.W. Clear pleasant weather. Dist. 124' Lat. dr 11° 06' 56" 10° 57' 1" Long. dr 79° 12' 00" 79° 17' 11" Temp. air 65° Water 59° Number of people 34

Jan. 11<sup>th</sup>

Wind South 4 to 6 knots & 3 to 4 knots cloudy during the night rest clear & pleasant. Dist. 100' Lat. dr 10° 19' 00" 10° 18' 30" Long. dr 80° 51' 00" 80° 42' 11"

Jan. 12<sup>th</sup>

Wind S.E. 2 knots to 5. pleasant weather. Dist. 108' Lat. dr 9° 57' 00" 9° 54' 00" Long. dr 82° 25' 00" 82° 24' 00" Exercised some of the small arm men in firing at a target with carbines.

Jan. 13<sup>th</sup>

Wind S.E. 3 to 8 knots. Clear pleasant weather. Dist. 134' Lat. dr 9° 24' 00" 9° 22' 00" Long. dr 84° 38' 00" 84° 31' 00" Commenced the body of Cornelius Campbell (sea) in the deep. Exercised small arm men at target firing.

Jan. 14<sup>th</sup>

Wind S.E. 4 to 7 knots. pleasant weather. Dist. 139' Lat. dr 8° 55' 00" 8° 52' 00" Long. dr 87° 08' 00" 87° 00' 00" Exercised the crew at general quarters.

Jan. 15<sup>th</sup>

Wind S.E. 4 to 7 knots. pleasant weather. We have been steaming West thus far today altered the course to 10 by E. Dist. 135' Lat. dr 8° 06' 00" 8° 09' 00" Long. dr 87° 15' 00" 87° 02' 00" Exercised small arm men at target firing. (a shot plug hung from the end of the mainmast & each man fired 2 shots.)

U.S. Ship Columbus from Callao  
January 16<sup>th</sup> 1847.

Wind S by E. going from 5 to 8 knots. Weather  
sometimes cloudy, sometimes clear. Exercised first  
div of small arms. Dist. 108' Lat. d. r. 7° 09' 00" S. Long. d. r. 111° 19' West. Chas. 91° 18' West.

Jan. 17<sup>th</sup>

Wind as yesterday. Pleasant weather. Performed divine  
service. Dist. 108' Lat. d. r. 6° 06' 00" S. Long. d. r. 93° 30' 00" Chas. 93° 30' 00"

Jan. 18<sup>th</sup>

Wind S by E. going 6 to 7 knots. Still steering 10 by E.  
Dist. 148' Lat. d. r. 5° 08' 00" S. Long. d. r. 93° 31' 00" Chas. 95° 56' West.  
Exercised crew at general quarters.

Jan. 19<sup>th</sup>

Pleasant weather. Steering N. by W. before & S. E. trade  
of 7 knots. Exercised some of the boarders at single stick  
also 2 div of great guns (the company being kept in line)  
also 1 div of small arms. Dist. 162' Lat. d. r. 3° 39' 00" S. Long. d. r. 98° 12' Chas. 98° 18' West.

Jan. 20<sup>th</sup>

Wind S. E. & S. E. 4 to 5 knots. pleasant weather  
Dist. 130' Lat. d. r. 2° 37' 00" S. Long. d. r. 100° 00' West.  
Chas. 100° 11' West. Exercised the crew as yesterday.

Jan. 21<sup>st</sup>

Wind S. E. & S. E. 3 to 5 knots. At Callao it is re-  
commended to cross the line in 106° West when  
making this passage. To avoid the cable from  
San Juan the Golapagos. The first time it is  
to be met 35 days to Monterey. Dist. 102' Lat. d. r. 6° 21' 00" S. Long. d. r. 101° 36' Chas. 101° 33' West.  
Exercised the crew at great guns single stick  
& carbines. Also drilled the Marines.

towards Monterey.

January 22<sup>nd</sup> 1847.

Trade wind from S. E. 3 to 5 knots. Pleasant  
weather. Dist. 102' Lat. d. r. 5° 19' 00" S. Long. d. r. 102° 58' Chas. 103° 00' West. Still going on with  
the exercise.

Jan. 23<sup>rd</sup>

Wind S by E. 3 to 6 knots. Steering N. by W. clear  
pleasant weather. Dist. 98' Lat. d. r. 0° 23' 00" S. Long. d. r. 104° 20' West. Chas. 104° 19' West.

Jan. 24<sup>th</sup>

Wind S by E. 4 to 7 knots. Steering N. by W. clear  
pleasant weather. Performed divine service.  
Dist. 127' Lat. d. r. 0° 51' 00" S. Long. d. r. 105° 49' Chas. 106° 17'

Jan. 25<sup>th</sup>

Wind S. E. 6 to 7 knots. altered the course to N. by W.  
Exercised the crew at general quarters.  
Dist. 152' Lat. d. r. 2° 15' 00" S. Long. d. r. 107° 38' Chas. 108° 49'  
Showing considerable current. Sea in 72° Water 71°

Jan. 26<sup>th</sup>

Wind S by E. 7 to 4 knots. Steering N. by W. clear  
pleasant weather. Dist. 177' Lat. d. r. 4° 04' 00" S. Long. d. r. 109° 39' Chas. 110° 26' West. Showing current.  
Exercising the crew as hard as ever.

Jan. 27<sup>th</sup>

To day he lost the trade. Light winds from S. E. &  
light rain the first he has had. Dist. 77' Lat. d. r. 5° 02' 00" S. Long. d. r. 110° 36' Chas. 110° 39' West.

Jan. 28<sup>th</sup>

Light variable and generally fair. Heavy rain dur-  
ing the night. Dist. 61' Lat. d. r. 6° 26' 00" S. Long. d. r. 111° 17' West. Chas. 110° 39' West. Performed  
the various military exercises.

U. S. Ship Columbus from Callao towards  
January 29<sup>th</sup> 1847.

Light breeze from S<sup>W</sup> & E. Fine light  
rain. But generally pleasant weather. Dist 92.  
Lat. d. 7° 45' obs. 7° 42' North Long. d. 111° 15' obs. 111° 06' W.

January 30<sup>th</sup>

Wind S E 5 & 6 knots. pleasant weather. We  
think there are the trades. If so we have got  
that the <sup>calm</sup> trade is well. Dist. 135 Lat. d. 9° 34'  
Long. d. 112° 22' W. Lat. o. 9° 18' North Long. 112° 38' W.  
Exercised as usual.

January 31<sup>st</sup>

Wind S E & S E by E. 5 to 2 knots. Pleasant weather.  
Performed Divine Service. Dist. 71 Lat. d. 10° 16' obs. 10° 02' N.  
Long. d. 113° 21' W. obs. 113° 28' West.

February 1<sup>st</sup> 1847.

Light air from S<sup>W</sup> & E. 9 to 10 & 8 to 9 knots  
of calm. Also frequent showers of light rain. Showing  
that we are not yet fairly in the S E trades.  
Dist. 18 miles. Lat. d. 10° 16' N. obs. Long. d. 113° 36' W.  
obs. chs.

February 2<sup>nd</sup>

Commenced calm then light air S by E. Ends with  
a 7 to 8 knot breeze from S E. pleasant weather and  
rain. Exercised the crew again. Dist. 114  
Lat. d. 11° 59' obs. 11° 47' N. Long. d. 114° 47' obs. 114° 53' West.  
Tem air 76° Water 71° Number sick 57.

February 3<sup>rd</sup>

Most of this day we had a 6 to 7 knot breeze from S E.  
pleasant weather. Last 4 hours wind North 8 & 4  
knots. Equally with rain. Dist. 156 Lat. d. 13° 57' obs. 13° 45' N.  
Long. d. 116° 12' obs. No chs.

February 4<sup>th</sup>

Commenced with <sup>some light rain</sup> wind from the N<sup>W</sup> & rain. Last  
12 hours (mod) breeze from S E by E & cloudy, going 5 to 8  
knots. This is the first time we have had a wind in  
the bearing Bulparais. Dist. 159 Lat. d. 15° 56' N.

Montevideo.

February 4<sup>th</sup> 1847 (Continued)

Lat. obs. 15° 36' N. Long. d. 117° 43' obs. 117° 46' West.  
Tem air 69° Water 71° Number of sick 64.

February 5<sup>th</sup>

Wind S E & S E. 5 to 6 knots. A heavy  
lead sea. falling clouds. Reefed again but more  
this apprehension than necessity. Exercised  
harbours, single stick &c. Dist. 136 Lat. d. 17° 12' N.  
Lat. obs. 16° 45' N. Long. d. 119° 22' obs. 120° 11' West.  
Tem air 66° Water 69°.

February 6<sup>th</sup>

Wind S E & S E. 5 to 6 knots. Cloudy weather.  
Dist. 128 Lat. d. 18° 20' obs. 18° 03' N. Long. d. 121° 38' obs. 121° 51' West.  
Tem air 64° Water 68°.

February 7<sup>th</sup>

Wind S E to S E by E. 4 to 6 knots. Very cloudy.  
Reefed yesterday & to day as a precaution. Per-  
formed Divine Service & read the Articles of War.  
Dist. 128 Lat. d. 20° 03' obs. 19° 42' N. Long. d. 122° 35' obs. 122° 45' West.

February 8<sup>th</sup>

Wind S E 5 & 6 knots. Cloudy. Dist. 128 Lat. d. 21° 46' N.  
obs. 21° 27' N. Long. d. 123° 20' obs. 123° 20' West. Long chs. none. Reefed again.

February 9<sup>th</sup>

Wind S E by E to S E by N. 4 to 7 knots. Cloudy. Air 64°  
Water 72. Reefed again. Dist. 122 Lat. d. 23° 16' N. obs.  
Long. d. 124° 02' obs. 124° 22' West.

February 10<sup>th</sup>

Wind from S E to S E by N. 5 to 6 knots. Cloudy. Reefed again.  
Dist. 96 Lat. d. 24° 24' obs. 24° 01' N. Long. d. 125° 28' obs. 125° 31' West.  
We continue to exercise every day at Montevideo.

February 11<sup>th</sup>

Wind from N to S E by N. 15 & 6 knots. Pleasant weather.  
Dist. 128 Lat. d. 25° 24' N. obs. Long. d. 127° 08' obs. 127° 08' West.  
Tem air 66° Water 64° Number of sick 65.



U. S. Ship Columbus from Callao

February 12<sup>th</sup> 1847

Wind from ENE to NE by N. from 1 to 6 knots.  
Pleasant weather. Dist. 88<sup>1</sup>/<sub>2</sub> Lat. d. r. 26° 48' 00" N. Long. d. r. 127° 11' 00" W. Chs. 127° 29' West.

February 13<sup>th</sup>

Winds from ENE 2 to 3 knots. Calm. N. by N. W. 2 to 3 knots. Dist. 41<sup>1</sup>/<sub>2</sub> Lat. d. r. 27° 01' 00" N. Long. d. r. 127° 35' 00" W. Chs. 127° 55' West.

February 14<sup>th</sup>

Wind from N. by N. W. 2 to 6 knots. A heavy gale from the W<sup>th</sup> cloudy with light rain. Dist. 96<sup>1</sup>/<sub>2</sub> Lat. d. r. 27° 42' 00" N. Long. d. r. 129° 05' 00" W. Chs. 129° 07' West.

February 15<sup>th</sup>

Wind N. by E to NE 3 to 6 knots. Cloudy weather. A heavy gale from the W<sup>th</sup> Dist. 118<sup>1</sup>/<sub>2</sub> Lat. d. r. 29° 04' 00" N. Long. d. r. 130° 29' 00" W. Chs. 130° 49' West.

Wind from N. to NE

February 16<sup>th</sup>

Wind from N. to N. by E 2 to 5 knots. Cloudy. Dist. 94<sup>1</sup>/<sub>2</sub> Lat. d. r. 29° 51' 00" N. Long. d. r. 132° 05' 00" W. Chs. 132° 08' West.

We continue to Exercise the crew during week days at great ground. Barbed of single thick.

February 17<sup>th</sup>

Wind. N. by E to NE 4 to 7 knots. Cloudy weather. Took a reef in at sundown. Dist. 135<sup>1</sup>/<sub>2</sub> Lat. d. r. 31° 33' 00" N. Long. d. r. 133° 48' 00" W. Chs. 133° 30' West.

February 18<sup>th</sup>

Wind. NE 3 to 5 knots. Cloudy with a little light rain. Reefed at sundown. Dist. 108<sup>1</sup>/<sub>2</sub> Lat. d. r. 33° 05' 00" N. Long. d. r. 134° 17' West. Tem. air 57° Water 61°

February 19<sup>th</sup>

Light breeze from N. by W to NE. Going from 5 knots to 4 knots. Cloudy & pleasant weather. Dist. 54<sup>1</sup>/<sub>2</sub> Lat. d. r. 33° 51' 00" N. Long. d. r. 134° 40' West. No. Chs. Air 56° Water 58°

towards Monterey.

February 20<sup>th</sup> 1847.

Light air from N. by E. Sometimes variable. Pleasant weather. Dist. 42<sup>1</sup>/<sub>2</sub> Lat. d. r. 34° 10' 00" N. Long. d. r. 135° 07' West. No. Chs. Exercising as usual.

February 21<sup>st</sup>

Until 10 P.M. the same trifling air as yesterday. Then a light breeze from N. by W. Fine weather. Dist. 86<sup>1</sup>/<sub>2</sub> Lat. d. r. 35° 20' 00" N. Long. d. r. 134° 23' 00" W. Chs. 134° 34' West. We are steering N. by E. Studding sail set.

February 22<sup>nd</sup>

Wind N. by W. & N. by W. 5 to 8 knots. At 8 A.M. it lained. At 1 P.M. it rained. Then sail hoisted as usual. Pleasant weather. Dist. 118<sup>1</sup>/<sub>2</sub> Lat. d. r. 35° 51' 00" N. Long. d. r. 132° 24' 00" W. Chs. 132° 31' West. Exercised at General quarters.

February 23<sup>rd</sup>

Light air from all points of the compass. Very pleasant weather. Dist. 35<sup>1</sup>/<sub>2</sub> Lat. d. r. 35° 32' 00" N. Long. d. r. 131° 54' West.

February 24<sup>th</sup>

Until 5 A.M. the same breeze as yesterday. Then we were visited with a breeze from the N. by E. 4 knots. Pleasant weather. Dist. 56<sup>1</sup>/<sub>2</sub> Lat. d. r. 35° 57' 00" N. Long. d. r. 130° 42' 00" W. Chs. 130° 35' West. Tem. air 55° Water 56°

February 25<sup>th</sup>

Wind N. by E 5 to 8 knots. Pleasant weather. In the evening Dist. 147<sup>1</sup>/<sub>2</sub> Lat. d. r. 35° 59' 00" N. Long. d. r. 127° 34' 00" W. Chs. 128° 03' West. Air 52° Water 56°

February 26<sup>th</sup>

Wind N. by W 5 to 7 knots. During the night foggy weather. Clear in the day. Dist. 151<sup>1</sup>/<sub>2</sub> Lat. d. r. 35° 24' 00" N. Long. d. r. 125° 02' 00" W. Chs. 125° 03' West. Bent our best suit of sails the old being too holey & flimsy to take us in. But the sail maker has brought to us them & before I shall put them up again. We are very badly off in canvas.

U.S. Ship Columbus from Dallas to Monterey

February 27<sup>th</sup> 1847

Wind N by W to NW. 3 to 6 knots. Pleasant weather.  
Sect. 122' Lat. d. r. 35° 55' 46" N. Long. d. r. 122° 45' 00" W. Bar. 122° 45' W.  
At 8 A.M. discovered land bearing N.E.

February 28<sup>th</sup>

Wind NW 4 to 5 knots. Pleasant weather. Sect. 101'  
Lat. d. r. 36° 27' 06" N. Long. d. r. 122° 39' 00" W. Bar. 122° 45' W.  
Beating up in sight of the Coast of California  
at noon 1<sup>st</sup> Pinal bore N.N.E. by E. Air 54° Water 56°

March 1<sup>st</sup>

Indice the wind from NW. off shore N.E. from 3 to 8  
knots. We are beating up, keeping always about  
15 miles off. Saw land North of 1<sup>st</sup> Pinal with pine  
trees distinctly visible in it. Pleasant weather but  
a heavy dew at night. A barge in sight to the  
S.E.

March 2<sup>nd</sup>

Wind as yesterday. Worked off from at night &  
at daylight found ourselves becalmed just  
in sight of Monterey. At 1.30 P.M. we came to  
with a light N.W. wind. Anchored & moored in  
8 fms. water 1<sup>st</sup> Pinal bearing N.W. by N. Old Fort L.W.  
Church S.E. Found here the U.S. Ship,  
Independence, Sarannah, Erie & Lexington.

The Warren arrived a few hours after us.

Ship's draft. Aft. 24 ft. 6. Fore 21 ft. 10.

March 3<sup>rd</sup>

During the month the wind generally  
from the N.W. with fine weather. Sometimes  
calm & foggy, & sometimes fresh breeze from  
the S.W. with rain. The 8<sup>th</sup> & 9<sup>th</sup> of March the ther-  
mometer went down to 45° & during the night to the  
freezing point. & the hills around here white with  
snow.

U.S. Ship Columbus Monterey

March 18<sup>th</sup>

The Independence & Lexington sailed for  
San Francisco & the Sarannah for San Diego &  
home.

March 29<sup>th</sup>

The Warren sailed for San Pedro.

Lieut. Strong & Waldron went home in the Sarannah  
the former on a sick ticket, the latter on duty.

Lieut. George W. Chapman & Louis McLane  
acted joined the ship. The former from the In-  
dependence, the latter from Fremont's battalion.

Midshipmen Elliott Johnston, Geo. S. Whitaker  
& Wm. P. Tolen were transferred from the Warren  
to this ship.

April 12<sup>th</sup>

The Cyane arrived from San Francisco.

April 14<sup>th</sup>

The Independence arrived from San Francisco.  
Capt. Mid<sup>l</sup> Fairfax was ordered to the "Erie"  
as Act<sup>d</sup> Master.

April 16<sup>th</sup>

The Cyane went to sea. During this month  
fine weather. The prevailing winds during  
the day from the N.W. During the night  
it is generally calm or variable and  
this however seems to be confined to the  
harbour & neighborhood of the land. Fre-  
quent fog during the night & morning.

April 19<sup>th</sup>

The Independence went to sea.

Journal of a cruise in the U.S. Ship Columbus On the coast of upper California

April, May & part of June we lay at anchor off the town of Monterey. Stearns' regiment arrived in San Francisco in March. The Col. with 4 companies was stationed in Monterey for a few weeks when he was ordered to Pueblo de los Angeles with 2 companies leaving two there. They went in the Lexington. Late in April the Pueblo arrived from Callao. W. Brown born Stockton & Secretary came passenger in her, he left Washington the 12<sup>th</sup> of Jan. & reached here the 24<sup>th</sup> of Apr. he brought me letters of the 1<sup>st</sup> of Jan. The 2<sup>nd</sup> of May the Pueblo sailed for Callao to get money for the Squadron.

June 13<sup>th</sup>

Sailed from Monterey in company with the U.S. Ship Dale. Wind NW from 3 to 5 knots. We got underway at about 10 AM & beat until dusk & then being 8 or 10 miles from the coast got a light SE breeze. The beam got satisfied ran off shore till it got back to NW & foggy. Our pilot Mr. Orville says that within 5 or 8 miles you often have a fair wind & that the passage should always be made close in, inside the fog which does not reach within 5 miles of the land.

June 14<sup>th</sup>

Wind NW 3 to 5 knots. Dale beating still standing off NW. Lat.  $36^{\circ}29'$  Long.  $123^{\circ}07'$  West.

June 15<sup>th</sup> 1847

Wind from NW to NW by N 3 to 6 knots. A rough sea. Still beating but standing longer on the off shore tack. Lat.  $36^{\circ}01'$  Long.  $123^{\circ}40'$  Weather gets clearer as we leave the land.

June 16<sup>th</sup>

Fresh breeze from the N<sup>W</sup> by W. Kept in a rough sea. Still beating & clawing off (or kept N. ship) Lat.  $35^{\circ}46'$  Long.  $124^{\circ}05'$  W. The beam says that he wants to cruise for some days.

June 17<sup>th</sup>

Strong breeze from N<sup>W</sup> by W. Under reefed sails, standing on last & starboard tack alternately & making nothing. Heavy weather & ship very uncomfortable. Lat.  $35^{\circ}34'$  N. Long.  $123^{\circ}32'$  West. Clear sky.

June 18<sup>th</sup>

Begins with a 5 knot breeze from NW. Part of the day calm. Ends with 3 & 5 knot breeze from S.E. Pleasant weather. Lat.  $36^{\circ}33'$  N. Long. by D.R.  $122^{\circ}48'$  West.

June 19<sup>th</sup>

Wind S.E. by W. South. S<sup>W</sup> by W<sup>W</sup> and sometimes calm. Pleasant weather. Lat.  $37^{\circ}03'$  Long. D.R.  $123^{\circ}12'$  West.

June 20<sup>th</sup>

Wind S<sup>W</sup> by W. W<sup>W</sup> by W. W<sup>W</sup> by W. W<sup>W</sup> by W. Cloudy weather. Lat.  $37^{\circ}08'$  Long.  $123^{\circ}37'$

Journal of a detention on the coast of California in the U. S. S. Columbus.

June 21<sup>st</sup> and light  
Winds W<sup>4</sup> N.W. N.W. N.W. N.W. foggy weather.  
The "Dale" still in company. Lat. 37° 04'  
Long. 123° 31'

June 22<sup>nd</sup>  
Winds N<sup>4</sup> W<sup>4</sup> 6 & 7 knots. Pleasant  
weather. Made the Farallones. Stood off dur-  
ing the night under easy sail. At  
daylight stood in for the entrance of the  
bay of San Francisco. At 11.30 came to a  
quay of a mile from the land. The anchor  
in 6 fms. water. The Dale anchored inside  
of us & across the waiting place.

June 23<sup>rd</sup>  
Mined ship. with 60 fms. on each  
cable & open launch to the W. The "Leander"  
reached "Puerto Vieja" 2 days ago after  
a passage of 9 days from Monterey.  
Delightful weather light breeze from  
the W.

June 24<sup>th</sup> 25<sup>th</sup>  
Weather as yesterday.

June 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup>  
July 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> Breeze weather cloudy  
fog all about the hills & heavy puff of  
wind from the S<sup>4</sup> W.

On the 28<sup>th</sup> of June some one left for  
the W. S. via Rocky Mts. Asst. Lieut. Thompson.  
Lieut. Gillette & J. P. Harris his secretary  
accompanying him.

July 7<sup>th</sup>  
Got underway & stood over to "Puerto Vieja"  
When we made a flying move off the town found  
the "Leander" here.

July 15<sup>th</sup> 1847

Since we have been here the wind has  
been from the S<sup>4</sup> W<sup>4</sup> & fresh, except during  
the mornings when it has either been light  
or calm. Temperature 62° to 65° except during  
mists which occur occasionally when it falls  
to 52° to 53°. Mr. Nath. L. Alcalde at Sonoma  
has been brought here a prisoner & after an  
interview with Com. Biddle sent on board  
the Dale.

July 17<sup>th</sup>  
The Dale sailed from Sausalito for Monterey.

July 18<sup>th</sup>  
The Independence arrived from Monterey.

July 20<sup>th</sup>  
John Sutherland (P.L.) died.

July 25<sup>th</sup>  
Ship's draught. Aft. 25 ft 2 ins. Fore. 23 ft 1 in.  
At half past 10 we got underway as we passed  
the Leander & Independence they manned the  
rigging & cheered us, which we returned. The  
Independence saluted us with 13 guns which  
we returned with an equal number.

July 26<sup>th</sup>  
Winds N.W. going from 6 to 8. Cloudy hazy  
weather. Lieut. Stanley & Randolph were get-  
ting detached & Lieut. Wm. L. Maury &  
Wm. B. Bushaw ordered here in their places.  
Lat. 38° 43' N. Long. 123° 47'

July 27<sup>th</sup>  
Winds N.W. going 6 & 7 knots. Cloudy weather.  
Lat. 38° 13' N. Long. 123° 37'



Passage from San Francisco to Callao in  
July 28<sup>th</sup> 1847  
Winds from N<sup>W</sup> by N 6 to 7 knots. Pleasant  
weather tho generally overcast.  
Lat 30° 57' Long. 122° 18'

July 29<sup>th</sup>  
Winds & weather as yesterday. Lat. <sup>28° 50'</sup> 28° 50' North  
Long. <sup>122° 05'</sup> 122° 05' West. Temp. of air at noon 88° Water 85°

July 30<sup>th</sup>  
Winds & weather as yesterday. Lat. 26° 20' North  
Long. 119° 55' West.

July 31<sup>st</sup>  
Wind N. N. E. N. N. W. & N. E. going from 3 to 6 knots.  
Weather generally cloudy. Lat. (D.R.) 24° 22' N.  
Long. 119° 55' West.

August 1<sup>st</sup>  
Wind N. E. & E. 4 to 7 knots. Pleasant during  
day. At night foggy. Ends with a heavy swell from  
the E. Lat. 22° 20' N. Long. 119° 56' West. Air at noon  
76° Water 72° Both the N. E. traded to day.

August 2<sup>nd</sup>  
Wind N. E. & E. 4 to 6 knots. Hazy during  
the night. Lat. 21° 20' North. do. D.R. 21° 10' North  
Long. 119° 10' West. D.R. 119° 03' West.

August 3<sup>rd</sup>  
Wind S. E. & E. E. N. E. & N. E. Light and  
calm. Pleasant weather. Lat. D.R. 21° 28' North  
Obsd. 21° 27' N. Long. 119° 02' West. D.R. 118° 50' West.

August 4<sup>th</sup>  
Wind E. N. E. N. E. & E. 2 to 3 knots. Pleasant by  
day; but light rain at night. Lat. 19° 20' 17' North  
D.R. 20° 05' North. Long. 117° 52' West. D.R. 117° 39'

the U.S. Ship Albatross. Com. Biddle  
August 5<sup>th</sup> 1847.  
Wind N. E. by N. 4 to 5 knots. Pleasant weather  
Lat. D.R. 18° 24' N. Obsd. 18° 42' N. Long. 116° 58' W.  
D.R. 116° 34' West.

August 6<sup>th</sup>  
Winds N. E. by N. N. E. 2 to 6 knots. Pleasant  
weather. Lat. D.R. 17° 50' North. Obsd. 17° 38' North  
Long. 115° 48' West. D.R. 115° 34' West.

August 7<sup>th</sup>  
Winds N. E. by N. North. 2 to 6 knots. Pleasant  
weather. Lat. D.R. 17° 01' N. Obsd. 17° 03' North.  
Long. D.R. 114° 20' West. Obsd. 114° 29' West.

August 8<sup>th</sup>  
Winds N. E. & E. N. E. by N. N. E. 3 to 5 knots.  
Fine weather. Lat. D.R. 16° 25' North. Obsd. 16° 15' N.  
Long. D.R. 113° 04' West. Obsd. 113° 19' West. Temp. of  
air at noon 81° Water 80°.

August 9<sup>th</sup>  
Winds N. E. & E. E. N. E. & E. 2 to 7 knots. Clear  
during the day. At night passing squalls with  
rain. Lat. D.R. 15° 56' N. Obsd. 15° 41' N. Long. D.R. 111° 37'  
Obsd. 111° 41' West.

August 10<sup>th</sup>  
Wind S. E. & E. E. N. E. & E. Light and calm.  
Pleasant weather. During the night lightning  
Lat. D.R. 15° 31' N. Obsd. 15° 28' N. Long. D.R. 111° 30' West.  
Obsd. 111° 18' West.

August 11<sup>th</sup>  
Wind N. E. & E. Light, occasionally calm. Frequent  
rain. Squalls, not much wind in them.  
Sharp & frequent lightning & thunder. Clear at  
intervals. Lat. D.R. 14° 46' North. Obsd. 14° 58' N. Long. D.R. 110° 48'  
Obsd. 111° 02' West.

Passage from San Francisco to South

August 12<sup>th</sup> 1847

Wind. N<sup>W</sup> & E<sup>W</sup> and E<sup>W</sup> 2 to 5 knots. Squalls of  
wind & rain chiefly the latter. Sometimes  
clear. Lat. Dec. 13° 20' N. Obsd. 13° 33' N. Long.  
Chs. 110° 51' West Dec. 110° 33' West. Temp. of air  
at noon 82° Water 82°

August 13<sup>th</sup>

Windy from E<sup>W</sup> & light, sometimes calm.  
Some rain squalls. Lat. Obsd. 13° 31' N. Dec. 13° 04' N.  
Long. Chs. 110° 46' West. Dec. 110° 41' West.  
Temp. 1

August 14<sup>th</sup>

Cloudy with rain. Calm & variable and  
from all quarters. Lat. Obsd. none Dec. 12° 54' N.  
Long. Chs. none Dec. 110° 41' West.

August 15<sup>th</sup>

Light air from S<sup>W</sup> & E<sup>W</sup> & calm. Some  
rain. Lat. Obsd. 12° 44' N. Dec. 12° 36' N. Long. Chs. 109° 26'  
Dec. 109° 32' West. Temp. at noon. Air 90° Water 87°

August 16<sup>th</sup>

Very light air from the N<sup>W</sup> & E<sup>W</sup> & N<sup>W</sup> & N<sup>W</sup> & N<sup>W</sup>  
W<sup>W</sup> Pleasant weather. Lat. Obsd. 12° 03' N. Dec. 12° 00'  
Long. Chs. 109° 06' W. Dec. 108° 52' West

August 17<sup>th</sup>

Light breeze from the N<sup>W</sup> & E<sup>W</sup> & W<sup>W</sup> Sometimes  
clear, sometimes squally with rain. Some birds  
still present in making. Easting instead  
of southing. But when he takes the Dec  
trade he should not be able to fetch  
clear of the South Sea islands. Lat. Obsd. 11° 44' N.  
Dec. 11° 06' N. Long. Chs. 108° 25' W. Dec. 107° 55' West

August 18<sup>th</sup>

Very light air from N<sup>W</sup> & E<sup>W</sup> & S<sup>W</sup> & E<sup>W</sup> & calm  
Some rain. Lat. Obsd. 10° 47' N. Dec. 10° 44' N. Long. Chs. 108° 15'  
Dec. 108° 14' West

America. in the U. S. Ship Columbus.

August 19<sup>th</sup> 1847.

Calm & light air from S<sup>W</sup> & E<sup>W</sup> & S<sup>W</sup> & E<sup>W</sup>  
showing of rain. Lat. Obsd. none. Dec. 10° 10' North  
Long. Chs. 107° 29' Dec. 107° 21' West

August 20<sup>th</sup>

A 5 knot breeze from S<sup>W</sup> & E<sup>W</sup> & a swell from  
the E<sup>W</sup> Lat. Obsd. 9° 54' Dec. 9° 56' North  
Long. Chs. 105° 42' Dec. 106° 14' West.

August 21<sup>st</sup>

A 3 & 4 knot breeze from S<sup>W</sup>. Pleasant weather.  
Lat. Obsd. 8° 47' Dec. 8° 46' N. Long. Chs. 104° 07'  
Dec. 104° 43' West.

August 22<sup>nd</sup>

Light air from S<sup>W</sup>. Fine weather.  
Lat. Obsd. 8° 16' Dec. 8° 17' N. Long. Chs. 103° 57' Dec. 103° 58' W.



List of deaths on board U.S. Columbus			
Date	Name	Decade	
Feb. 21 <sup>st</sup> 1846	Jos. Blue (Sea) <sup>(from)</sup> <sup>(buccinum)</sup>	Dysentery	
Apr. 1 <sup>st</sup> do	Antony Gattini (Sea)	Cholera	
May 31 <sup>st</sup> do	Peter Corrine <sup>(from)</sup> <sup>(buccinum)</sup>	Dysentery	
March 30 <sup>th</sup> do	Dr. Fenton (Marine)	Cholera	
Dec. 31 <sup>st</sup> 1845	Henry Gibbs (U.S.)	Ulcers	
March 30 <sup>th</sup> 1846	Dr. Hutchings (U.S.)	Cholera	
Apr. 2 <sup>nd</sup> do	Robt. Jones (Sea)	Cholera	
July 21 <sup>st</sup> do	Thos. Jones (U.S.)	Diarrhoea	
May 31 <sup>st</sup> do	James Linton (Mar)	Catarrh	
July 15 <sup>th</sup> do	John Lewis (U.S.)	Dysentery	
March 11 <sup>th</sup> do	Andrew McDonald <sup>(from)</sup> <sup>(buccinum)</sup>	do	
do 30 <sup>th</sup> do	Pat McDonald <sup>(Mar)</sup>	Cholera	
Apr. 1 <sup>st</sup> do	Wm. Malcolme (Land)	do	
Sept. 1 <sup>st</sup> do	Robt. Moffatt (U.S.)	Diarrhoea	
April do	Thos. R. Pugh <sup>(Land)</sup> <sup>(from)</sup> <sup>(buccinum)</sup>	Dysentery	
March 27 <sup>th</sup> do	Frederick Parker (U.S.)	Cholera	
do do do	Jas. Preston (Land)	do	
August 25 <sup>th</sup> do	Wm. Powers <sup>(Land)</sup> <sup>(from)</sup> <sup>(buccinum)</sup>	Dysentery	
May 17 <sup>th</sup> 1845	Wm. Russell (Sea)	Pneumonia	
Apr. 1 <sup>st</sup> 1846	Noble Richardson (U.S.)	Cholera	
do do do	John Stoddard (Sea)	do	
March 30 <sup>th</sup> do	Wm. St. Clair (Mar)	Hemoptysis	
Nov. 26 <sup>th</sup> 1846	Stanley Adams (Aristo)	Diarrhoea	
Sept. 6 <sup>th</sup> do	Wm. Brown (Sea)	do	
Rich <sup>d</sup> Blake (Sea)	Sept. 25 <sup>th</sup> 1846	Pain in chest	
John S. Buttner (Sea)	dec. do	Apoplexy	
James Clarke (U.S.)	do do	Diarrhoea	
Comdr. G. Campbell (Sea)	Jan. 12 <sup>th</sup>	do	
Peter Dwyer (U.S.)	Dec. 1846	Dysentery	
James Dwyer (U.S.)	Nov. 1846	Diarrhoea	
Theodore Smith (Sea)	April 1847	do	
Benjamin Ellis (U.S.)	July 31 <sup>st</sup> 1846	Dysentery	
John Fay (U.S.)	dec. do	do	

John Fortune Sea March 1847 Diarrhoea  
 Wm. Gardner (U.S.) Apr. do do  
 Wm. Grant (Sea) May do do  
 Mark Jones (Mar) Vincennes Sept. 1846 Abrupt  
 John Kleber (Medicinal) Sept. do Diarrhoea  
 Michael Lammagan (U.S.) Vincennes Jan. 1847 Dysentery  
 James M. Lee (Sea) March 26<sup>th</sup> 1847 Stricture  
 Wm. Merrick (U.S.) May 1847 Dysentery  
 W. A. Nympton (U.S.) June 1847 Gastrodynia  
 James Quinn (Marine) Nov. 1846 do Diarrhoea  
 Wm. Small (Sea) Oct. 1846 do  
 Chas. Smith (Sea) April 1847 do  
 Thos. Tod (U.S.) Nov. 1845 Sclerema Promont  
 Wm. Tod (U.S.) March 1846 Cholera  
 Paul Arthur (Land) Pneumonia June 12<sup>th</sup> 47  
 Charles Dunsen (U.S.) found dead on shore  
 and on liberty & had been very drunk June 28<sup>th</sup> 47  
 John Sutherland U.S. Diarrhoea July 22<sup>nd</sup> 47  
 Philip Brown Sea Catarrh Oct. 11<sup>th</sup> 47  
 Godfrey de Soallier Ait + P. Paul Cholera mortis  
 Oct 28<sup>th</sup> 1847  
 Geo. Reed. Supernumerary (Phtisis pulmon) Jan. 47  
 Geo. Reed. (Sea) Diarrhoea. Dec. 1847  
 Paul. Sprinkle Marine Fern. Jan. 1848  
 Geo. Beattie 2<sup>nd</sup> (U.S.) Diarrhoea Jan. 1848.

Total	56	
	14	came sick from other vessels
Total	42	from Columbus' crew

Arrived at	Sailed from	At Sea	In port	Miles by log	
Went in Commission at	1845	1845	days	days	
New York	Apr 26	New York	June 4	39	
Rio Janeiro	July 30	Rio Janeiro	Aug 17	56	17
Amoy	Oct 18	Batavia	Oct 28	61	9*
Lema passage	Dec 24	The Roque	Nov 6	57	62*
Macao Roads	March 10	Macao Roads	March 10	Working about the bay	
Manila	do. 24	Manila	do. 31	9	7
Santao	Apr 9	Santao*	May 17	9	45
Amoy	June 5	Amoy	June 14	9	9
Off Canton Id.	do. 17	Chusan group	July 7	3	20
Sedo	July 20	Sedo	do. 29	13	9
Honolulu	Sept 10	Honolulu	Sept 28	43	*19
Valparaiso	Jan 1	Valparaiso	Dec 20	65	18
Callao	Dec 31	Callao	1847 Jan 7	10 1/2	9
Montevideo	1847 March 6	Montevideo	June 13	52 1/2	103
Santalito	June 22	Santalito	July 7	9	15
Porto Buzza	July 7	Porto Buzza	July 25	0 (land)	18
Valparaiso	Oct 13	Valparaiso	Nov 1	80	18
Rio Janeiro	Dec 23	Rio Janeiro	1848 Jan 8	53	12
Synhar Bay	March 2			57	390
				587	
				390	
				365	274 (2)
					247

\*6 hours at Amoy. 3 days at Pangnang & 5 days at Batavia & he was a week underway from the Lema passage to the Roque

\*He left Santao May 24<sup>th</sup> but did not get out of the Lema passage before the 27<sup>th</sup>

\*he changed our time at Honolulu & gained a day the day on which he arrived being the 9<sup>th</sup> Jan according

Total dist 47,662

do do. 56,520

do do. 62,570 1/2

68,950

June 26  
July 31  
Aug. 31  
Sept. 30  
Oct. 31  
Nov. 30  
Dec. 31  
Jan. 29  
Feb. 29  
March 2

272  
247

Neither at sea nor in port but beating about in the neighborhood of our anchorages. Chiefly in China.

Abstract of rates of Coleridge's three  
Chasomated.

~~No. 865  
 Butterfield & Co.  
 Ap. 30<sup>th</sup> 1845 Dec. from  
 Washington with  
 a rate of \$4.90 (gains)  
 Arthur Stewart & Co.  
 May 27 1845 with which he sailed  
 gains \$1.07  
 Aug. 19<sup>th</sup> 1845  
 gains \$1.07  
 March 1846  
 gains \$1.07~~

~~2484  
 Parkinson & Fendall  
 gains 2.75  
 Boston freight from observing  
 gains 4<sup>th</sup>  
 gains 1.54~~

~~325  
 From 5, Portland  
 gains 1.30  
 gains 1.7  
 gains 0.7~~

Sailed from	Arrived at	Days at Sea	In port
New York June 4 <sup>th</sup> 1845	Rio July 30 <sup>th</sup>	56	Rio 17
Rio August 19 <sup>th</sup>	Angost Oct. 17 <sup>th</sup>	61	Angost 12 hrs
Angost Oct. 18 <sup>th</sup>	Pangomang Oct. 18 <sup>th</sup>	0 hours	Pangomang 4.
Pangomang Oct. 22 <sup>nd</sup>	Batavia Oct. 23 <sup>rd</sup>	1.	Batavia 5
Batavia Oct. 28 <sup>th</sup>	Lamma is <sup>le</sup> Dec. 29 <sup>th</sup>	57	
Lamma Dec. 25 <sup>th</sup>	the Bogue Jan 8 <sup>th</sup>	12 days for 1000 tons of charcoal & 1000 tons of 12 miles for 1000 tons of March 15 <sup>th</sup>	Bogue 62
Bogue March 6 <sup>th</sup>	March 15 <sup>th</sup>	9	March 7
March 31 <sup>st</sup>	off Santos April 9 <sup>th</sup>	9	Santos 45
Santos May 24 <sup>th</sup> some May 27 <sup>th</sup>	Amoy June 5 <sup>th</sup>	9	Amoy 9
Amoy June 14 <sup>th</sup>	off Chusan June 17 <sup>th</sup>	3	

*U.S. Ship Albatross (Com. Biddle, from Rio to Angier) (Smith)*

Date 1845	Lat.	Long.	Current Drift Force	Dir.	Winds		
					dir	1 <sup>st</sup> part	2 <sup>d</sup> part
Sept. 20 <sup>th</sup>	37° 21'	62° 46'			South	SE	SE
do 21 <sup>st</sup>	37° 32'	67° 30'	SW 1/2 N		SW	SW	SW
do 22 <sup>nd</sup>	38° 01'	69° 21'		22 W 60	N. N. W.	N. N. W.	N. N. W.
do 23 <sup>rd</sup>	37° 33'	72° 52'			SW	SW	SW
do 24 <sup>th</sup>	37° 29'	76° 09'	SW 7		South	South	South
do 25 <sup>th</sup>	37° 11'	77° 26'		19 W	West	West	West
do 26 <sup>th</sup>	37° 30'	80° 33'			SW	SW	SW
do 27 <sup>th</sup>	36° 31'	83° 33'		16 W	SW	SW	SW
do 28 <sup>th</sup>	34° 49'	87° 43'		10 W	South	South	South
do 29 <sup>th</sup>	34° 21'	91° 51'			South	South	South
do 30 <sup>th</sup>	33° 41'	93° 00'		12 W	South	N. W.	N. W.
Oct. 1 <sup>st</sup>	31° 23'	94° 56'	SW 5		SW	SW	SW
do 2 <sup>nd</sup>	29° 16'	95° 58'	South 7	8 W	South	South	South
do 3 <sup>rd</sup>	28° 16'	96° 16'	South 2	10 W	Calcut	SW	SW
do 4 <sup>th</sup>	26° 57'	96° 17'	South 6	8 W	Calcut	Calcut	S. E.
do 5 <sup>th</sup>	24° 09'	96° 58'	Home	9 W	SE	SE	SE
do 6 <sup>th</sup>	21° 32'	97° 43'	N. N. W.		E. S. E.	E. S. E.	E. S. E.
do 7 <sup>th</sup>	18° 09'	98° 30'	N. N. W. 1/2	70° 72	E. S. E.	E. S. E.	E. S. E.
do 8 <sup>th</sup>	15° 11'	99° 20'	N. N. W. 1/2	70° 74	E. S. E.	SE	E. S. E.
do 9 <sup>th</sup>	12° 29'	100° 34'	N. N. W. 1/2	70° 77	E. S. E.	E. S. E.	E. S. E.
do 10 <sup>th</sup>	10° 18'	102° 06'	N. N. W. 1/2		E. S. E.	E. S. E.	E. S. E.
do 11 <sup>th</sup>	8° 20'	103° 42'	Home		SE	SE	N. W.
do 12 <sup>th</sup>	7° 46'	104° 03'			Calcut	Calcut	
do 13 <sup>th</sup>	7° 42'	104° 41'			Calcut	Calcut	
do 14 <sup>th</sup>	7° 29'	105° 05'	SE 1/2		East	East	South
do 15 <sup>th</sup>	7° 15'	105° 25'	E. S. E. 2/3	85° 85	N. W.	N. W.	South
do 16 <sup>th</sup>	6° 33'	105° 51'	E. S. E. 2/3		SE	SE	East
do 17 <sup>th</sup>					East	East	East





Bay of (North of San Diego) August 1st. 1885

# Remarks.

Fine weather, fresh wind & rough sea  
The same

do. do.

Pleasant weather.

Fine weather. Cape Rodriguez in sight.

Fine weather.

Fine weather & clear sky.

do. but occasional rain.

Fine weather. A great many birds about  
cloudy & occasional drizzle.

The same. A very heavy swell from the E<sup>th</sup>  
cloudy, occasional rain. Observed in light. A number of  
fine weather. Picked up a number of birds off of the water.

Fine weather & clear sky.

The same

Cloudy weather & bar falling. 2 sail standing. Some long and narrow  
strong breeze & rough sea. 7 sail going East.

While going of the bar, wind N.W. & coming got a sudden shift from N.W. to E. & clear  
cloudy & calm.

do.

do.

Get larger & a short calm.

Commons pleasant. Swell with a gale. Bar. bar falling from 30.5 to 29.5  
Bale broke when the wind headed to S.W.

Small breeze & cloudy.

The same

Began at yesterday. Swell with a heavy swell from S.W. & cold  
heavy swell from E. Swell clear sky & blue water.

Began with light & swell with strong breeze. Cloudy.

Wind with a gale from S.W. which headed to the N.W. & the  
wind (swell) & swell with a heavy swell from

gale from S.W. began to head from the N.W. & the  
the swell at times, began to go S.W. the swell at times

Ship Columbus. Com. Bartlett from Rio de Janeiro

	Lat.	Long.	Current hour	Per. hour	Wind.	1 <sup>st</sup> part	2 <sup>nd</sup> part	3 <sup>rd</sup> part
18 <sup>th</sup>	26° 22' N	60° 42' W	SW. 6		SE	SE	SE	
19 <sup>th</sup>	28° 46' N	57° 30' W	SW. 1		do	do	do	
20 <sup>th</sup>	29° 46' N	56° 53' W	SW. 1.1		do	do	do	
21 <sup>st</sup>	30° 00' N	52° 57' W	None	68 68	NNE	NE by E	NNE	
22 <sup>nd</sup>	30° 29' N	50° 06' W	West. 1	54 54	NNE	NNE	NNE	
23 <sup>rd</sup>	30° 58' N	46° 16' W	do 5	54 54	NE by E	NE by E	NE by E	
24 <sup>th</sup>	31° 39' N	42° 11' W	do 1.3	54 54	NE by E	NE by E	NE by E	
25 <sup>th</sup>	32° 12' N	38° 44' W	do 7		NE by E	NE by E	NE by E	
26 <sup>th</sup>	33° 37' N	34° 52' W	do 7	60	ENE	ENE	ENE	
27 <sup>th</sup>	34° 19' N	31° 35' W	W by S 7		ENE	ENE	ENE	
28 <sup>th</sup>	35° 35' N	28° 12' W	West. 7		East	East	East	
29 <sup>th</sup>	36° 57' N	24° 22' W	West. 2	58	NE by E	NE by E	NE by E	
30 <sup>th</sup>	38° 16' N	20° 22' W	West. 6	58	NE by E	NE by E	NE by E	
31 <sup>st</sup>	38° 42' N	17° 12' W	None	55	NE	NE	NE	
1 <sup>st</sup>	38° 48' N	13° 56' W	West. 1.7	54 54	NE	NE	NE	
2 <sup>nd</sup>	38° 47' N	10° 28' W	West. 8	54 54	NNE	NNE	NNE	
3 <sup>rd</sup>	38° 23' N	7° 48' W	West. 8	54 54	NNE	NNE	NNE	
4 <sup>th</sup>	38° 27' N	7° 36' W	West. 8		NNE	NNE	NNE	
5 <sup>th</sup>	38° 22' N	11° 14' W	West. 8		NNE	NNE	NNE	
6 <sup>th</sup>	38° 42' N	15° 31' W	West. 1	60 60	South	SE	SE	
7 <sup>th</sup>	38° 16' N	17° 25' W	NW by N 2.5	50 60	SE	SE	SE	
8 <sup>th</sup>	37° 55' N	18° 35' W	SE by E 1.7	54 54	Variable between SE & NW			
9 <sup>th</sup>	37° 17' N	22° 16' W	NW by N 4	54 54	South	NW by E	NW by E	
10 <sup>th</sup>	37° 15' N	27° 37' W	None		NW	NW	SE	
11 <sup>th</sup>	38° 53' N	31° 46' W		54 60 60	NW	NW	South	
12 <sup>th</sup>	38° 42' N	37° 10' W			South	South	NNE	
13 <sup>th</sup>	39° 15' N	42° 10' W		50 50 60	NNE	NNE	SE	
14 <sup>th</sup>	38° 52' N	46° 41' W	NW by N 4		SE	SE	SE	
15 <sup>th</sup>	39° 23' N	48° 46' W	SW 1.1		SE	SE	NW	
16 <sup>th</sup>	39° 10' N	52° 18' W			NW	NW	SE	
17 <sup>th</sup>	38° 58' N	55° 28' W		57 57	South	South	SE	
18 <sup>th</sup>	37° 42' N	60° 16' W			SE	SE	SE	
19 <sup>th</sup>	37° 42' N	60° 16' W			SE	SE	SE	



Sunday, August 24th, 1846.

## Remarks.

Moderate breeze, pleasant weather.

Very fine weather. A light breeze.

Pleasant weather.

The same.

The same. Saw the island of Antigua, 19 miles off.

The same. Made the bay of Antigua 77 miles.

The same.

Light breeze & pleasant.

Very pleasant weather.

Pleasant weather.

Cloudy with rain.

Pleasant weather.

Cloudy.

Pleasant weather. Current is now the reverse of what it has been.

The same.

The same.

Pleasant weather of a very clear atmosphere.

The same.

Occasional rain squalls during which the wind shifts N. by E.

Fine weather.

The same.

Occasional rain. The weather (2 feet long) from the N. by E.

Hot weather with frequent rain.

The same. Saw exactly what I expected.

A heavy squall from the N. by E. land south of the mouth of the

standing towards the land against a strong current.

Anchored in the strait in the night.

Got underway & stood on to Anguilla.

Collection THE PAPERS OF

ANDREW HULL FOOTE

~~Series and/or~~ Container 23

Shelf/Accession No. \_\_\_\_\_



See Abstract of Log of the U.S. S. Vandalia for

Nov. 11, 1857 to Jan. 1, 1860 in volume 3 of the

correspondence series filed under date, Jan. 1, 1860

Explanation of signs used in the column for Weather

b. blue sky.

c. clouds.

d. dripping rain.

f. thick fog.

g. dark stormy weather.

h. hail.

i. lightning.

m. misty & hazy.

o. overcast.

p. passing shower.

q. squally.

r. rain, continuous.

s. snow.

t. thunder.

- a dash under a sign; in an extraordinary degree.

A Table of Observations of Winds and Weather, during the cruise of the U. S. Ship Kandalia, in the Atlantic and Pacific Oceans, from Nov. 11, 1857, to 18; being an accompaniment to the Meteorological Table in the preceding Abstract, with which it agrees in date &c.

Dates	From 1 P.M. to 4 A.M.			From 4 A.M. to 12 M.			From 12 M. to 8 P.M.		
	Wind	Rate	Weather	Wind	Rate	Weather	Wind	Rate	Weather
Nov. 11	N.W.	2	b.c.	N.W.	3	b.c.	N.W.	2	b.c.
12	"	"	"	Nble.	1	"	S.W.	"	b.c. o.g.
13	S.W.	"	b.c. o.g.	W.	"	o.r.	"	1	b.c.
14	N.W.	"	b.	Nble.	"	b.	N.W.	3	"
15	Nd.	3	"	N.W.	2	"	Nd. Nd.	2	b.
16	Nd. Nd.	2	"	W.	"	b.c.	Stilly	"	b.c. o.g.
17	Sd.	1	o.r.	S.E.	1	c.m.	W.	"	b.c.
18	N.	"	b.c.	S.W.	2	b.	Sd. Nd.	1	"
19	"	3	b.	S.E.	"	o.r.	S.E.	3	"
20	S.E.	4	o.g. o.r.	W.	5	b.c. o.r.	S.W.	5	"
21	N.W.	6	b.	"	7	b.	W.	3	b.
22	N. S.W.	2	b.c.	S.W.	5	b.c.	N. S.W.	5	b.c.
23	W.	"	b.	S.E.	"	"	S.	6	o.g.
24	S.W.	7	o.g. b.c.	N. N.W.	6	"	N. N.W.	"	b.c.
25	N. N.W.	3	c.	N.W.	8	b.c. d.	N.W.	3	"
26	N.W.	"	b.	N. N.W.	2	b.c.	"	2	"
27	Sd. Nd.	2	"	S.W.	"	"	N.W. to S.W.	"	b.
28	Nd. Nd.	"	"	Nble.	"	b.	Sd. Nd.	"	b.c.
29	N. N.W.	"	"	N.E.	"	b.c.	S.E.	"	b.c. m.
30	S.E.	"	"	S.E.	3	o.r.	"	4	o.g.
Dec. 1	"	5	o.r.	"	4	o.g. o.r.	N.W.	3	b.
2	N.W.	4	b.	N. N.W.	3	b.	S.W.	3	"
3	S.W.	3	"	W. S.W.	4	b.c.	N.W.	5	b.c.
4	N.W.	6	b.c.	N.W.	9	b.c. o.g.	"	8	b.c. o.g.
5	"	7	b.c. o.g.	"	5	"	N.W. S.W.	4	"
6	S.W.	3	b.c. o.r.	S.S.W.	8	o.r.	W. S.W.	7	o.r.
7	N.W.	4	o.r.	N.W.	4	b.c.	N.E. S.W.	4	b.c.
8	S.S.W.	3	b.c.	S.W.	"	"	N. S.W.	"	"
9	Nble.	1	"	S.S.W.	3	o.g. o.r.	"	"	o.g. o.r.
10	N. S.W.	4	"	Nble.	2	b.c.	N. N.E.	"	b.c.
11	N. N.E.	3	"	N.E.	4	b.c. o.g.	N.E. S.E.	"	c.g. o.r.

Date	Ground S. P. M. to 4 A. M.			Ground 4 A. M. to 12 M.			Ground 12 M. to 4 P. M.		
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
1899 Dec. 12	Nble	4	eq.	Nble	3	b.c.	E. S. N.	5	eq.
13	E. S. N.	5	"	E. S. N.	4	q.g.r.	"	6	q.g.r.
14	E.	4	b.c.	E. S. E.	3	b.c.	Nble	4	b.c.g.r.
15	"	3	b.c.g.r.	E.	4	b.c.g.r.	E. S. E.	5	b.c.
16	E. S. E.	5	b.c.	E. S. E.	5	b.c.	E. S. E.	"	"
17	E.	"	"	E.	6	c.r.	E. S. E.	6	"
18	"	"	b.c.	E. S. E.	4	"	Nble	3	b.c.l.
19	E. S. E.	3	b.c.g.r.	"	3	c.g.r.	"	"	b.c.
20	E. S. E.	"	q.g.r.	Nble	7	q.l.	S. E.	1	"
21	E. S. E.	"	b.	S. E.	2	b.c.g.	S. E. E.	3	"
22	Nble	4	b.c.	S. E. E.	4	b.c.	S. E. E.	"	c.g.r.
23	S. E.	"	b.c.g.r.	S. E.	"	b.c.g.r.	S. E.	4	b.c.
24	"	5	b.c.	"	5	b.c.g.	S. E. S. E.	"	"
25	Nble	3	"	"	4	b.c.	S. E.	5	b.c.g.r.
26	E. S. E.	4	"	E. S. E.	5	"	E. S. E.	"	b.c.
27	"	"	"	"	"	b.	"	"	"
28	E. S. E.	"	"	"	3	"	N. E.	3	"
29	N. E.	"	"	N. E. E.	"	"	"	4	"
30	N. E. E.	"	"	N. E. E.	6	b.c.	N. N. E.	6	"
31	N. E. E.	5	"	N. E. E.	4	"	N. E. E.	3	"
1899 Jan. 1	N.	3	"	N.	2	"	Nble	"	"
2	Nble	1	"	N. E.	"	"	N. E.	2	"
3	N. E.	2	b.c.	N. E.	"	b.c.	N. E.	"	b.c.l. E.
4	N. E. E.	1	"	N. E. E.	3	b.	S. E. E.	"	b.c.g.r.
5	Nble	"	"	"	1	b.c.	S. E. E.	"	b.c.
6	N. E.	2	b.	"	2	"	N. E. E.	1	"
7	Calms	0	b.c.	N. N. E.	1	"	S. E.	2	"
8	N.	1	b.	N. E.	1	"	S. E. E.	3	"
9	Calms	0	"	Calms	0	"	Nble	2	b.c.g.
10	N. N. W.	2	b.c.	"	0	"	Calms	0	b.c.r.
11	Nble	1	"	N. E.	2	"	Nble	3	b.c.g.
12	"	2	b.	Calms	"	"	E. S. E.	"	b.c.
13	E. N. E.	3	b.c.	N. E. S. E.	"	b.c.g.l.	N. E. S.	1	"
14	S. E. E.	"	"	S. E. E.	"	b.c.	S. E.	3	"
15	S. E.	4	"	E. S. E.	4	"	Calms	4	"

Date	Ground S. P. M. to 4 A. M.			Ground 4 A. M. to 12 M.			Ground 12 M. to 4 P. M.		
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
1899 Jan. 16	Calms	4	b.c.	E. S. E.	4	b.	S. E.	2	b.c.
17	N. W.	"	"	Nble	3	q.g.r.	S. E. E.	4	"
18	Nble	1	b.c.l.	"	"	b.c.	N. N. W.	"	"
19	S. E. W.	4	b.	S. E. W.	6	b.	S. W. E.	6	b.
20	S. S. W.	3	"	N. E. N.	2	"	N. W. E. W.	5	"
21	N. N. W.	5	"	N.	3	b.c.	N.	4	b.m.
22	S. S. W.	2	b.m.	S. W. E.	1	b.m.	N. N. W.	3	b.c.m.
23	N. N. E.	5	b.	N. E. E.	3	b.	N. N. E.	3	b.
24	S. S. E.	1	b.m.	N. E. E.	"	b.c.	S. W.	4	b.m.
25	S. E. W.	4	b.c.	N. E. W.	6	"	Nble	3	b.c.
26	N. W.	3	"	N. W. E. N.	2	q.g.r.	S. W.	"	"
27	S. S. W.	2	b.c.	Calms	0	b.c.	N. W.	4	"
28	N.	6	q.g.l.	N. W.	8	q.g.	S. W. E.	8	q.g.
29	S. S. W.	8	b.c.	S. E. W.	"	b.c.	Calms	5	b.c.
30	Nble	2	"	N. W.	4	"	N. E.	6	b.c.m.
31	N. E.	7	"	N. N. W.	5	"	N. E.	3	b.c.
Feb. 1	Nble	1	b.c.m.	N. E. E.	4	b.c.m.	Nble	4	b.c.g.r.
2	Calms	2	b.c.	Nble	3	b.c.	"	3	b.c.
3	N. E.	4	"	"	2	b.c.m.	N. E.	1	"
4	"	"	c.r.	N. N. E.	3	c.r.	E. S. E.	4	c.r.
5	S. E.	3	b.c.	E. N. E.	4	b.c.	N. E.	3	"
6	N. E. E.	2	"	Calms	0	"	S. W. E. W.	2	c.g.r.
7	N. W.	3	c.g.r.	N. E.	5	q.g.r.	N. E. W.	4	q.g.r.
8	N. N. W.	"	b.c.	N. E. E.	6	q.g.	N. E. E.	7	c.g.r.
9	S. W. E.	7	c.g.	N. E. W.	7	b.c.g.	N. E. E. W.	8	b.c.g.
10	N. N. E.	8	b.c.g.	N. N. W.	8	q.g.r.	S. W.	7	"
11	S. W. E.	5	b.c.	N. E. E.	3	c.l.	N. W.	1	c.l.
12	N. E. E.	4	"	N. N. W.	4	q.g.r.	N. N. W.	7	q.g.r.
13	N. N. W.	7	q.g.r.	N. E.	8	b.c.g.	N. E. E.	8	c.m.
14	N.	"	"	N. E. E. E.	3	c.g.r.	N. N. W.	7	c.g.r.
15	N. N. W.	8	q.g.r.	S. W.	9	b.c.g.r.	S. W.	9	b.c.g.r.
16	S. E. W.	6	b.c.g.	S. E. W.	5	b.c.	N. E. W.	5	b.c.
17	N.	4	b.c.	N. E. E.	4	"	N. N. W.	4	"
18	N. E. E.	"	"	N. N. W.	"	"	N. E. E.	"	"
19	N. N. W.	"	"	N. W.	5	"	N. N. W.	5	b.c.g.r.



Date	From S. to 4 A.M.			From 4 A.M. to 12 M.			From 12 M. to 8 P.M.		
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
July 20	Nble	4	c.g.o.	N.W.	3	b.c.	N.W.	4	b.c.
21	N.W.	5	b.g.	Nble	5	b.g.	Wally	5	b.g.
22	N.W.	6	b.c.	N.W.	"	b.c.	N.W.	3	b.
23	S.E.	3	"	S.E.	4	"	"	4	"
24	S.E.	2	b.c.m.	Nble	2	b.	Nble	2	"
25	Calu	0	b.	S.W.	1	"	"	1	"
26	Nble	1	b.c.	Nble	"	c.	S.W.	"	c.
27	"	1	"	N.W.	1	"	N.W.	"	b.c.
28	Calu	0	"	S.W.	"	b.c.	S.W.	3	"
29	S.E.	2	"	Calu	0	"	S.W.	1	b.
30	N.W.	1	b.	S.W.	2	b.	W.S.	2	"
31	S.E.	"	b.c.	Nble	1	o.g.	S.W.	3	b.c.
1	"	"	"	"	"	"	"	"	"
2	"	"	"	"	"	"	"	"	"
3	"	"	"	"	"	"	"	"	"
4	"	"	"	"	"	"	"	"	"
5	"	"	"	"	"	"	"	"	"
6	"	"	"	"	"	"	"	"	"
7	"	"	"	"	"	"	"	"	"
8	"	"	"	"	"	"	"	"	"
9	"	"	"	"	"	"	"	"	"
10	"	"	"	"	"	"	"	"	"
11	"	"	"	"	"	"	"	"	"
12	"	"	"	"	"	"	"	"	"
13	"	"	"	"	"	"	"	"	"
14	"	"	"	"	"	"	"	"	"
15	"	"	"	"	"	"	"	"	"
16	"	"	"	"	"	"	"	"	"
17	"	"	"	"	"	"	"	"	"
18	"	"	"	"	"	"	"	"	"
19	"	"	"	"	"	"	"	"	"
20	"	"	"	"	"	"	"	"	"
21	"	"	"	"	"	"	"	"	"
22	"	"	"	"	"	"	"	"	"
23	"	"	"	"	"	"	"	"	"
24	"	"	"	"	"	"	"	"	"
25	"	"	"	"	"	"	"	"	"
26	"	"	"	"	"	"	"	"	"
27	"	"	"	"	"	"	"	"	"
28	"	"	"	"	"	"	"	"	"
29	"	"	"	"	"	"	"	"	"
30	"	"	"	"	"	"	"	"	"

Date	From S. to 4 A.M.			From 4 A.M. to 12 M.			From 12 M. to 8 P.M.		
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
July 20	Calu	0	b.c.	S.	2	b.	S.W.	3	c.
21	S.E.	3	m.	S.E.	4	b.c.	Nble	2	b.c.
22	"	2	"	Calu	0	"	S.E.	1	b.
23	"	3	b.c.m.	S.E.	2	b.c.m.	"	3	b.c.m.
24	"	2	m.	"	1	"	"	1	b.
25	Calu	0	"	Calu	0	m.	Nble	"	m.
26	S.E.	2	c.m.	S.E.	2	b.c.	S.E.	3	b.
27	Calu	0	m.	"	1	c.m.	"	"	b.c.
28	S.E.	2	b.m.	"	2	b.c.m.	S.	"	"
29	"	"	b.c.	S.	3	b.c.	S.E.	"	"
30	"	1	"	"	1	c.	S.E.	2	"
1	S.E.	2	"	S.E.	3	b.c.	S.E.	3	"
2	"	5	b.c.	S.E.	4	"	S.E.	4	"
3	S.E.	3	"	S.E.	"	"	S.E.	"	"
4	S.E.	"	"	S.E.	"	"	S.E.	"	"
5	S.E.	"	"	S.E.	"	"	S.E.	"	"
6	S.E.	4	"	S.E.	"	"	S.E.	3	"
7	"	3	"	S.E.	3	"	S.W.	3	"
8	"	3	"	S.W.	1	"	S.W.	4	b.c.
9	"	3	"	W.W.	2	"	W.W.	3	b.c.
10	"	1	"	"	1	"	W.W.	1	b.c.
11	"	3	"	W.W.	2	"	Nble	1	b.c.
12	"	3	"	W.W.	2	"	"	2	b.c.
13	"	3	"	W.W.	2	"	"	4	b.c.
14	"	3	"	W.W.	2	"	"	4	b.c.
15	"	3	"	W.W.	2	"	"	4	b.c.
16	"	3	"	W.W.	2	"	"	4	b.c.
17	"	3	"	W.W.	2	"	"	4	b.c.
18	"	3	"	W.W.	2	"	"	4	b.c.
19	"	3	"	W.W.	2	"	"	4	b.c.
20	"	3	"	W.W.	2	"	"	4	b.c.
21	"	3	"	W.W.	2	"	"	4	b.c.
22	"	3	"	W.W.	2	"	"	4	b.c.
23	"	3	"	W.W.	2	"	"	4	b.c.
24	"	3	"	W.W.	2	"	"	4	b.c.
25	"	3	"	W.W.	2	"	"	4	b.c.
26	"	3	"	W.W.	2	"	"	4	b.c.
27	"	3	"	W.W.	2	"	"	4	b.c.
28	"	3	"	W.W.	2	"	"	4	b.c.
29	"	3	"	W.W.	2	"	"	4	b.c.
30	"	3	"	W.W.	2	"	"	4	b.c.

Dates	Wind	Rate	Mea.	Wind	Rate	Mea.	Wind	Rate	Mea.
May 1	N.W.	2	bc.	Calid	0	b.c.	N.W.	3	bc.
2	N.W.	"	b.	S.E.	2	b.	S.W.	"	"
3	"	"	bc.	N.W.	"	b.c.	Nble	"	b.c.
4	"	3	"	Nble	3	b.	S.W.	2	bc.
5	N.W.	"	b.c.	S.E.	"	b.c.	N.W.	3	b.c.
6	N.W.	"	b.	N.W.	"	b.	Nble	"	b.c.
7	N.W.	"	bc.	"	"	"	"	"	b.c.
8	N.W.	"	b.c.	"	"	b.c.	N.W.	"	b.c.
9	"	"	b.c.	Nble	2	b.c.	S.E.	2	bc.
10	S.W.	"	b.	Calid	0	b.c.	Nble	"	b.c.
11	N.W.	"	bc.	"	"	c.	"	"	c.
12	N.W.	2	b.c.	"	"	b.c.	N.W.	"	b.c.
13	N.W.	4	b.c.	N.W.	2	b.c.	N.W.	"	b.c.
14	"	"	b.	N.W.	3	b.c.	N.W.	4	b.
15	"	2	"	N.	2	b.	Nble	2	"
16	"	3	b.c.	N.W.	"	b.c.	"	"	b.c.
17	N.W.	2	b.c.	"	"	"	"	3	b.c.
18	N.W.	"	b.	"	"	"	"	2	c.
19	"	"	bc.	Nble	"	c.	"	1	b.c.
20	"	"	"	N.W.	"	b.	N.W.	2	b.c.
21	"	"	"	Nble	1	b.c.	"	"	b.c.
22	"	"	b.	Sd.	"	c.	Sd.	"	c.
23	"	"	Nble	"	b.c.	Nble	1	b.c.	"
24	"	"	b.c.	N.W.	2	"	N.W.	2	b.c.
25	"	"	bc.	Nble	1	"	S.W.	5	0
26	S.W.	"	"	"	c.g.	Nble	2	c.	"
27	N.W.	3	c.	"	b.c.	"	"	"	b.c.
28	N.W.	2	b.c.	"	"	"	"	"	b.c.
29	"	"	"	N.W.	2	"	N.W.	"	b.c.
30	"	"	c.	"	"	"	"	"	b.c.
31	"	"	c.	Nble	"	c.	"	"	b.c.
June 1	S.W.	"	b.c.	Sd. Ed.	"	"	Sd. Ed.	"	b.c.
2	Calid	0	b.c.	"	"	b.c.	N.W.	"	b.c.
3	N.W.	2	b.c.	"	"	"	S.E.	"	b.
4	"	"	"	Calid	0	c.	Nble	1	c.

Dates	Wind	Rate	Mea.	Wind	Rate	Mea.	Wind	Rate	Mea.
June 5	Nd.	1	b.	Calid	0	b.c.	S.E.	2	b.c.
6	N.W.	2	bc.	N.W.	2	b.c.	N.W.	3	b.c.
7	"	"	"	Nble	"	b.c.	Nble	2	c.
8	"	"	"	N.W.	"	"	Sd. W.	3	b.c.
9	"	3	c.	"	"	"	N.W.	2	b.c.
10	"	4	c.m.	"	"	c.	S.	"	c.
11	Nble	2	c.g.	Sd. W.	1	b.c.	S.E.	"	b.c.
12	S.E.	"	b.c.	Nble	"	"	"	"	c.
13	Nble	1	c.	Calid	0	b.	N.W.	"	c.
14	N.W.	3	b.	N.W.	2	"	Nble	2	c.
15	Nble	"	c.g.	S.W.	4	c.	S.E.	"	"
16	"	2	c.	S.E.	2	b.c.	S.W.	3	b.c.
17	Nd.	"	b.c.	"	"	"	S.E.	2	"
18	Nd.	3	b.c.	Nd. W.	"	b.	Nd. W.	"	"
19	"	2	"	"	3	c.	Sd.	"	"
20	Nble	"	c.	N.W.	"	b.c.	N.W.	"	c.
21	N.W.	"	c.	S.W.	2	c.	Calid	0	c.
22	"	1	b.c.	Sd.	1	c.	S.E.	2	b.c.
23	"	2	b.c.	N.W.	2	b.c.	"	"	"
24	"	"	b.c.	N.W.	1	b.c.	"	"	"
25	"	"	b.c.	S.W.	3	b.c.	S.W.	"	c.
26	S.E.	"	"	"	2	"	Nble	1	"
27	N.W.	"	"	S.E.	"	"	S.E.	2	b.c.
28	N.W.	3	"	N.W.	"	"	N.W.	3	c.
29	Nd.	2	c.	Nd.	"	c.	Nble	1	b.c.
30	N.W.	3	c.	Nble	2	c.	"	2	c.
July 1	"	2	c.	"	2	c.	"	"	b.c.
2	N.W.	"	b.c.	N.W.	"	b.c.	"	"	"
3	"	3	"	"	2	c.	"	1	b.c.
4	N.W.	2	c.	N.W.	"	c.	S.E.	2	"
5	N.W.	1	c.	Nble	1	b.c.	N.W.	1	b.c.
6	N.W.	2	b.c.	N.W.	2	c.	S.W.	2	"
7	S.W.	"	b.c.	S.W.	"	"	"	"	b.c.
8	N.W.	3	b.c.	N.W.	3	b.c.	N.W.	3	c.
9	"	"	b.c.	S.W.	4	b.c.	S.W.	"	b.c.

Date	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
1538 July 10	W.S.W.	3	b.c.	S.W.W.	3	b.c.	S.W.W.	2	b.c.
11	S.W.W.	1	"	S.W.W.	4	"	S.W.	15	or.
12	S.W.	4	b.c.g.	S.W.W.	"	b.c.	S.W.W.	4	"
13	S.W.W.	"	b.c.	S.W.W.	3	or.	S.W.	"	b.c.or.
14	"	2	b.c.or.	S.W.	"	"	S.W.W.	5	b.c.
15	S.W.	5	b.c.	S.W.W.	3	b.c.	"	3	"
16	S.W.	3	"	S.W.	4	"	S.W.	4	"
17	"	4	"	S.W.	"	"	S.W.W.	5	"
18	S.W.	3	"	S.W.	"	"	S.W.	4	"
19	S.W.	4	or.	S.W.	"	b.c.or.	S.W.	"	b.c.or.
20	"	5	b.c.	S.W.	5	b.c.	S.W.	5	b.c.
21	S.W.	4	"	"	4	"	"	"	"
22	"	"	"	"	"	"	S.W.	3	"
23	S.W.	3	"	S.W.	3	"	S.W.	4	"
24	S.W.	"	"	S.W.	"	"	S.W.	3	"
25	S.W.	"	"	"	4	"	"	4	"
26	"	4	"	"	3	"	"	3	"
27	S.W.	3	b.c.or.	"	"	"	"	"	"
28	"	5	b.c.	S.W.	4	"	S.W.	4	"
29	"	4	"	"	"	"	"	"	"
30	"	"	b.c.g.r.	"	3	b.c.g.r.	"	3	"
31	"	"	b.c.	"	4	b.c.	"	4	"
Aug 1	"	"	b.c.g.r.	"	3	"	"	3	"
2	S.W.	3	b.c.	S.W.	"	"	S.W.	"	"
3	"	"	"	"	"	"	S.W.	2	"
4	N.W.	1	"	N.W.	1	b.c.or.	N.W.	"	"
5	N.W.	2	"	S.W.	3	b.c.	S.W.	4	"
6	S.W.	4	"	S.W.	5	"	S.W.	5	"
7	S.W.	3	"	"	4	b.c.g.r.	S.W.	3	"
8	S.W.	2	"	S.W.	3	b.c.	S.W.	"	"
9	S.W.	3	"	S.W.	"	"	S.W.	"	"
10	"	"	"	S.W.	4	"	S.W.	2	"
11	"	"	"	N.W.	3	"	"	3	"
12	"	"	"	S.W.	1	b.c.	"	"	"
13	N.W.	2	"	N.W.	2	"	"	3	"
14	"	"	"	S.W.	3	b.c.	S.W.	4	"
15	"	"	"	S.W.	3	b.c.	S.W.	4	"
16	"	"	"	S.W.	3	b.c.	S.W.	4	"
17	"	"	"	S.W.	3	b.c.	S.W.	4	"

Date	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
1538 Aug 14	N.W.	4	b.c.	N.W.	4	b.c.	N.W.	5	b.c.
15	"	"	b.c.	"	3	"	"	"	"
16	"	5	b.c.	"	6	"	"	"	b.c.m.
17	"	"	b.c.m.	N.W.	4	b.c.g.	S.W.	4	b.c.g.
18	S.W.	2	or.	S.W.	3	b.c.or.	S.W.	3	or.
19	S.W.	4	or.g.	S.W.	4	or.g.	S.W.	4	or.g.
20	"	"	"	S.W.	"	or.	S.W.	1	b.c.g.
21	S.W.	3	b.c.	S.W.	5	b.c.	S.W.	"	b.c.
22	S.W.	6	"	S.W.	4	"	S.W.	2	"
23	S.W.	4	"	S.W.	"	"	N.W.	"	"
24	N.W.	"	or.	N.W.	5	or.g.	N.W.	2	b.c.
25	N.W.	2	b.c.g.	N.W.	3	b.c.	S.W.	"	b.c.
26	S.W.	3	b.c.	S.W.	"	b.c.	S.W.	4	"
27	S.W.	4	"	S.W.	4	"	S.W.	5	b.c.
28	N.W.	3	b.c.	N.W.	2	b.c.g.	N.W.	2	b.c.
29	N.W.	2	b.c.	N.W.	"	b.c.	S.W.	1	b.c.
30	S.W.	"	"	S.W.	3	"	S.W.	3	b.c.
31	S.W.	3	"	S.W.	"	"	"	"	"
Sept 1	"	"	"	N.W.	4	"	N.W.	4	b.c.
2	S.W.	2	"	"	3	"	S.W.	3	b.c.
3	S.W.	3	"	S.W.	"	"	S.W.	"	"
4	"	"	"	"	"	"	"	"	"
5	N.W.	2	"	S.W.	2	"	"	1	"
6	"	"	"	S.W.	1	"	N.W.	3	"
7	N.W.	4	"	N.W.	4	b.c.g.	S.W.	5	or.g.
8	S.W.	"	"	S.W.	"	b.c.	S.W.	4	b.c.
9	"	2	"	"	3	"	"	3	"
10	"	3	or.	"	2	or.	N.W.	"	"
11	Calu	0	c.p.	N.W.	"	c.m.	"	"	c.m.
12	S.W.	2	"	S.W.	"	b.c.	"	1	"
13	S.W.	1	b.c.	N.W.	1	"	S.W.	2	b.c.
14	S.W.	"	b.c.m.	S.W.	4	"	S.W.	5	b.c.
15	S.W.	4	b.c.	S.W.	"	"	S.W.	4	b.c.
16	S.W.	5	"	"	"	"	S.W.	"	"
17	S.W.	4	"	"	3	"	"	3	"

Date	From	P.M.	4 M.	From	P.M.	4 M.	From	P.M.	4 M.
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
Sept. 18	E.S.E.	4	b.c.	E.S.E.	4	b.c.	E.S.E.	3	b.c.
19	S.E.	3	"	"	"	"	"	4	"
20	E.S.E.	4	"	"	3	b.c.p.	"	3	o.r.
21	N.E.E.	"	"	E.	5	b.c.	E.	5	b.c.
22	S.E.E.	4	"	S.E.E.	4	"	"	"	"
23	"	4	"	E.S.E.	"	b.c.r.	E.S.E.	4	"
24	S.E.	"	"	"	"	b.c.	E.S.E.	"	"
25	E.	"	"	E.	5	o.r.	E.N.E.	3	c.
26	E.N.E.	3	o.r.	E.N.E.	4	b.c.g.r.	"	4	b.c.g.
27	N.E.E.	"	b.c.	"	3	b.c.	E.S.E.	3	b.c.
28	E.N.E.	4	"	"	"	"	E.N.E.	2	"
29	E.S.E.	3	"	E.S.E.	4	"	N.E.E.	4	"
30	E.N.E.	"	"	E.	3	"	E.	3	"
Oct. 1	E.N.E.	4	"	E.N.E.	4	"	E.N.E.	4	o.g.r.
2	N.E.E.	5	o.r.	E.S.E.	"	"	E.S.E.	3	b.c.
3	E.S.E.	3	b.c.	E.S.E.	3	"	E.S.E.	2	b.c.g.r.
4	"	4	b.c.g.r.	S.E.	5	b.c.r.	E.S.E.	4	b.c.
5	S.E.	3	"	"	3	b.c.	S.E.	2	"
6	"	"	b.c.	N.E.	1	b.c.r.	"	4	b.c.g.
7	"	4	c.g.	S.E.	4	"	"	"	c.
8	"	3	b.c.g.r.	"	3	b.c.r.	"	2	b.c.
9	"	"	b.c.r.	"	4	o.r.	"	4	"
10	"	4	b.c.	"	3	b.c.	"	2	"
11	"	3	b.	"	3	b.	E.S.E.	3	b.
12	E.S.E.	"	b.c.	E.S.E.	"	b.c.	"	"	b.c.
13	"	3	"	E.S.E.	"	c.m.	E.S.E.	"	c.
14	E.S.E.	"	c.	"	"	b.c.	"	2	b.c.m.
15	E.S.E.	1	c.m.	"	"	"	S.E.	"	"
16	S.E.	2	b.c.	"	"	"	E.S.E.	"	c.
17	E.S.E.	"	"	E.S.E.	"	"	E.S.E.	3	b.c.
18	E.S.E.	3	"	E.S.E.	"	"	S.E.	"	"
19	S.E.E.	4	"	S.E.E.	3	"	"	4	c.
20	S.E.E.	3	"	"	"	"	"	3	b.c.
21	S.E.E.	4	o.l.	S.E.E.	"	"	S.E.	"	"
22	"	"	b.c.g.	Baffling	2	o.g.r.	S.E.E.	2	"

Date	From	P.M.	4 M.	From	P.M.	4 M.	From	P.M.	4 M.
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
Oct. 23	N.E.	2	b.c.	N.E.	2	b.c.r.	N.N.E.	3	b.c.r.
24	N.N.E.	"	"	E.N.E.	1	b.c.	E.	2	b.c.
25	E.N.E.	3	"	E.N.E.	3	"	"	4	"
26	E.	4	"	E.	"	"	Baffling	2	"
27	E.N.E.	2	"	N.E.E.	"	"	N.N.E.	"	"
28	E.N.E.	1	"	E.N.E.	1	"	E.	"	"
29	E.S.E.	3	"	E.S.E.	3	"	E.S.E.	3	"
30	S.E.E.	4	b.c.g.r.	E.S.E.	4	b.c.r.	E.S.E.	"	"
31	E.N.E.	3	b.c.	E.N.E.	2	b.c.	N.N.E.	4	b.c.g.r.
Nov. 1	N.N.E.	"	b.c.g.r.	N.N.E.	3	b.c.g.r.	N.E.	3	b.c.
2	N.E.E.	4	b.c.	N.E.	"	o.g.r.	N.E.E.	2	b.c.g.r.
3	E.N.E.	"	c.g.r.	E.N.E.	5	b.c.g.r.	E.N.E.	3	b.c.
4	N.E.	5	b.c.g.	N.E.E.	4	b.c.	N.E.	4	b.c.g.r.
5	E.N.E.	4	b.c.	"	"	"	N.E.E.	3	b.c.
6	N.E.E.	"	"	E.N.E.	3	"	N.E.	"	b.c.g.r.
7	N.E.E.	"	"	N.E.	"	"	N.E.E.	"	b.c.
8	"	3	"	E.N.E.	2	"	Calmed	0	"
9	Calmed	0	"	W.S.W.	1	"	N.N.E.	2	"
10	N.W.	3	b.c.g.r.	N.E.	"	"	N.W.	3	"
11	N.W.	4	"	N.E.	4	b.c.g.r.	N.E.	6	"
12	N.E.	5	b.c.g.	N.E.	5	b.c.g.	N.E.	5	b.c.g.
13	N.E.E.	3	b.c.	E.S.E.	3	b.c.	S.W.	4	b.c.
14	N.N.E.	5	b.c.g.r.	N.N.E.	5	"	N.E.	3	"
15	N.E.	4	b.c.g.	N.E.	3	"	"	2	"
16	N.N.E.	3	b.c.	S.W.	2	"	S.W.	3	"
17	W.S.W.	4	"	S.W.	3	"	S.W.	5	"
18	S.W.	5	"	S.W.	5	"	S.W.	4	"
19	S.E.	"	b.c.g.r.	S.E.	"	b.c.g.r.	S.W.	5	o.m.
20	N.W.	3	o.r.	N.W.	6	b.c.m.	N.W.	6	b.c.
21	"	5	b.c.g.	"	5	b.c.	N.N.E.	5	"
22	N.N.E.	4	b.c.	N.N.E.	4	"	N.E.	4	"
23	E.N.E.	"	b.c.g.	E.N.E.	5	b.c.g.	E.S.E.	"	b.c.g.
24	E.S.E.	5	"	E.S.E.	4	"	S.E.	5	"
25	S.E.E.	"	"	S.E.E.	6	b.c.g.r.	S.E.E.	6	"
26	S.E.E.	"	b.c.	"	5	b.c.	S.E.E.	5	b.c.



Date	From	S.P.	M. to	A.M.	From	S.P.	M. to	A.M.	From	S.P.	M. to	A.M.
	Wind	Rate	Wca.		Wind	Rate	Wca.		Wind	Rate	Wca.	
Nov. 27	S.E.	5	b.c.	S.E.	6	b.g.r.	S.W.	5	b.c.			
28	S.W.	1	"	S.W.	5	b.c.	"	1	"			
29	"	"	b.c.g.m.	S.W. to N.W.	4	b.c.g.	N.W.	4	"			
30	N.W.	4	b.c.	N.W. to N.	"	b.c.	N.W.	"	"			
Dec. 1	N.W. to N.	5	o.r.	N.W.	6	b.g.r.	N.W.	7	"			
2	N.W.	6	b.	N. to E.	"	b.c.	N. to E.	"	"			
3	N.W.	2	b.c.	N.W.	2	"	N.W.	2	"			
4	S.W.	1	b.	S.E.	3	o.r.	S.W.	"	"			
5	"	2	b.c.g.r.	S.W.	"	b.c.g.r.	"	"	"			
6	"	2	o.r.	"	2	b.	Calu.	0	"			
7	Calu.	0	b.c.	N.N.E.	1	b.	N.N.E.	2	b.			
8	S.E.	2	b.	N.E.	3	"	E.d.	4	o.			
9	"	"	"	E.d.	5	b.	N.E.	2	b.			
10	E.S.E.	3	b.	"	3	o.r.	N.E.	3	o.r.			
11	N.E.	4	o.g.r.	S.E.	"	b.	N.W.	"	b.c.			
12	N.W.	1	b.	Calu.	0	b.	S.W.	2	b.			
13	S.W.	2	"	"	"	b.c.	Calu.	0	b.c.			
14	Calu.	0	b.c.	"	"	b.	"	"	"			
15	N. to E.	1	o.m.	N. to W.	1	b.	N. to W.	2	b.			
16	"	2	b.	N.E.	3	b.c.m.	S.E.	3	b.			
17	N.E.	"	b.c.	"	"	b.c.	"	"	b.c.m.			
18	"	"	b.c.m.	S.W.	1	b.c.	Calu.	0	b.			
19	Calu.	0	b.	Calu.	0	b.	S.E.	1	"			
20	S.E.	1	b.	S.E.	1	"	N.E.	2	"			
21	Calu.	0	"	"	2	b.c.	S.W.	1	b.c.			
22	"	"	"	S.W.	"	b.	S.E.	"	"			
23	S.E.	1	b.c.m.	E.	"	o.r.	E.	1	b.c.r.			
24	S.E.	2	m.r.	N.E.	3	b.	N.	"	b.c.			
25	Calu.	0	b.c.	Calu.	0	b.c.	Calu.	0	b.			
26	"	"	"	"	"	b.	S.E.	1	o.r.			
27	S.E.	3	b.g.r.	"	"	b.c.	"	2	b.c.			
28	b.	2	o.r.	N.E.	2	"	N.E.	"	"			
29	Calu.	0	b.	N.W.	1	b.	S.W.	"	"			
30	"	"	b.c.	S.E.	2	b.c.	S.E.	"	b.			
31	S.E.	2	"	"	1	b.	S.W.	1	b.c.			

Date	From	S.P.	M. to	A.M.	From	S.P.	M. to	A.M.	From	S.P.	M. to	A.M.
	Wind	Rate	Wca.		Wind	Rate	Wca.		Wind	Rate	Wca.	
1889												
Jan. 1	N.E.	2	b.	W. to S.	1	b.	S.W.	1	b.c.			
2	S.E.	"	"	E.	2	b.c.	E.	3	"			
3	N.E.	"	"	"	3	"	"	"	"			
4	S.	"	b.c.m.	S.E.	2	b.	S.E.	2	b.			
5	N.W.	1	b.	E.N.E.	"	"	E. to S.	"	"			
6	N.E.	2	b.	N.E.	"	"	N.E.	"	"			
7	"	"	"	N.W.	1	"	Calu.	0	"			
8	N.W.	"	"	N.W.	4	b.c.	N.W.	3	"			
9	N.W.	4	b.c.	N.W.	"	"	N.E.	"	b.c.			
10	"	"	"	"	"	"	N.W. to N.E.	4	"			
11	N.W.	3	"	N.W.	"	"	N.W.	"	o.m.			
12	"	4	m.	"	3	m.r.	"	"	m.r.			
13	N.W.	3	o.f.	N.N.E.	2	b.c.	N.N.E.	2	b.c.			
14	N.E.	2	b.c.	"	"	"	N.W.	3	"			
15	N.W. to N.N.W.	3	"	N.W.	3	"	N.W.	2	"			
16	N.W.	2	"	N.W.	"	"	N.W.	2	"			
17	N.N.E.	3	b.	N.E.	4	"	N.E.	3	"			
18	N.E.	2	b.c.	N.E. to E.	3	"	N.E.	1	"			
19	N.	"	"	N.	1	"	N.W.	1	"			
20	N.W.	"	"	N.W.	2	"	N.W.	"	"			
21	N.W.	"	"	N.W. to N.E.	1	b.	Calu.	0	b.			
22	N.W.	1	b.	N.W.	2	"	N.E.	3	"			
23	Calu.	0	b.c.	N.W. to N.W.	1	b.c.	Calu.	0	b.c.			
24	N.W.	1	"	N.W.	2	b.c.r.	N.W.	2	"			
25	Calu. N.W.	0.6	b.	N.W.	3	b.	N.W.	4	b.			
26	N.W.	3	b.c.	N.W.	"	b.c.	W. to S.	3	b.c.			
27	N.W.	4	b.	N.W.	5	"	N.W.	6	"			
28	N.W. to N.	2	b.	"	3	b.	N.W.	2	b.			
29	"	3	"	N.W. to W.	5	b.c.	"	5	b.c.			
30	N.W.	5	b.c.	N.W.	4	"	N.W.	3	"			
31	N.W.	1	"	Calu.	0	b.	S.W.	1	"			
Feb. 1	"	"	b.	N.W.	1	b.c.	N.W.	4	b.c.g.			
2	N.W.	2	b.	N.W.	2	b.	N.W.	"	b.			
3	N.W.	4	"	"	3	"	"	"	b.			
4	N.W.	3	"	N.W.	1	"	N.W.	1	b.c.			

Dates	Ground S. M. to 4 A. M.	Ground 4 A. M. to 12 M.	Ground 12 M. to 8 P. M.						
	Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.
1839									
Feb. 5	N.E.	2	b.	Calu	0	b.	N.N.W.	1	b.c.
6	N.N.W.	"	"	Nble	1	"	Nble	"	b.
7	N.W.	"	"	Calu	0	f.	"	2	"
8	Calu	0	"	Nble	2	b.	"	3	b.c.
9	"	"	f.	"	"	"	S.W.	2	b.
10	Nble	"	b.	"	"	c.	"	3	b.c.
11	"	"	"	Nd. Wd.	3	b.	"	2	b.
12	S.W.	"	"	Nble	1	"	Nble	1	b.c.
13	N.W.	"	"	N.W.	3	"	S.W.	2	"
14	S.W.	"	c.	Nble	"	b.c.	N.W.	"	"
15	N.N.W.	2	b.c.	"	1	"	S.W.	"	b.
16	Nble	0	c.	C.	"	c.	Calu	0	c.
17	N.W.	1	"	Calu	0	"	S.W.	3	"
18	S.W.	"	f.	"	"	"	M.S.W.	3	"
19	N.E.	3	c.	N.S. Md. W.	5	"	N.W. & W.	5	"
20	N.W. & N.	5	b.c.	N.W.	5	b.c.	N.W.	"	b.
21	N.W.	4	"	N.E.	2	"	S.S.E. to S.W.	1	b.c.
22	Nble, N.N.W.	1	"	N.W. to S.E.	"	c.	N.W. to S.W.	2	"
23	Nble	"	"	Nble	"	b.c.	Nble	"	b.
24	N.N.W.	2	"	N.N.W.	3	"	N.N.W.	3	"
25	Nble	"	b.	Nble	1	"	Nble	1	b.c.
26	M.S.W.	1	b.c.	"	"	"	Stilly	2	"
27	S.E.	3	"	S.E.	2	c.	Nble	3	"
28	Nble	1	"	N.E. to N.W.	"	b.c.	N.W.	2	"
1	"	"	"	Calu	0	"	Nble	"	"
2	Calu	0	"	Nble	2	"	S.S.W.	"	"
3	"	"	"	S.W.	"	"	S.W.	"	"
4	N.W.	2	b.	"	"	b.c.	"	"	b.
5	"	1	"	Nble	1	b.	"	"	"
6	N.E.	2	"	S.W.	2	"	"	"	"
7	N.W.	1	"	N.W.	"	"	"	"	"
8	Nble	"	"	M.S.W.	"	"	"	"	"
9	N.W.	"	"	S.W.	1	b.c.	"	"	"
10	Nble	"	"	N.W.	"	b.	M.S.W.	3	b.c.
11	N.N.W.	"	b.c.	N.W.	2	b.c.	N.S.W. to N.W.	1	"

Date	Ground S. M. to 4 A. M.	Ground 4 A. M. to 12 M.	Ground 12 M. to 8 P. M.						
Wind	Rate	Wca.	Wind	Rate	Wca.	Wind	Rate	Wca.	
1839									
Feb. 12	N.W.	2	b.c.	N.W.	2	b.c.	N.S.W.	2	b.c.
13	S.W. & S.	"	b.c.	N.W.	1	"	Nble	1	"
14	Nble	1	b.c.	Calu	0	"	N.W.	"	"
15	N.W. & W.	3	"	N.W.	1	"	N.S.W.	"	"
16	N.W.	1	b.c.	Calu	0	"	S.E.	"	"
17	Calu	0	"	N.W.	1	"	Wetly	2	"
18	N.N.W.	2	"	N.N.W.	2	"	Nble	"	c.
19	Nble	3	"	S.W.	4	"	"	"	b.c.
20	S.W. & S.	4	b.	N.E. & N.	3	"	S.E.	3	"
21	S.W. & S.	2	"	N.E.	1	"	Nble	2	"
22	"	"	b.c.	"	2	b.	S.E.	"	b.
23	"	1	b.	M.S.W.	1	"	S.W.	"	"
24	N.W.	2	"	S.W.	3	"	"	"	b.c.
25	N.E.	"	"	Nble	2	b.c.	"	"	b.
26	S.W.	"	"	S.W.	"	b.	N.E.	"	"
27	N.E.	"	"	S.E.	"	"	S.W.	"	"
28	"	"	"	N.S.W.	"	"	"	2	"
29	"	1	"	S.E.	1	"	"	2	"
30	"	"	c.	N.E.	2	c.	N.W.	"	b.c.
31	S.W.	3	c.b.	S.W.	"	b.c.	S.W.	3	b.
1	S.	3	b.c. & r.	S.E.	"	"	S.E. to S.	"	b.c.
2	S.E.	6	b.	S.W.	6	b.	N.E. & S.	5	b.
3	N.W. & S.	2	b.c.	S.	3	b.c.	Nble	2	b.c.
4	S.E.	5	"	Nble, Calu	350	b.c. & r.	"	164	b.c. & r.
5	Nble	"	b.c. & r.	S.W.	3	c.	"	3	b.c. & l.
6	"	2	b.c.	Nble	1	b.c. & r.	Calu	0	b.c.
7	"	1	b.c.	"	"	b.c.	Nble	2	"
8	S.W.	"	b.c.	S.	"	"	"	1	b.c. & r.
9	Calu, M.S.W.	063	"	Nble	2	c.	"	"	b.c.
10	Calu	0	b.c. & r.	Stilly	"	b.c.	"	"	"
11	Nble, Calu	150	b.	Nble	1	"	S.E.	2	b.
12	Nble	2	"	N.N.W.	"	b.	N.	1	"
13	"	1	b.c.	S.E. to S.	2	b.c.	S.	2	b.c.
14	N.W. & W.	"	"	N.W.	3	"	N.E.	4	"
15	N.E.	4	"	Nble	5	"	N.N.W.	3	"



Date	From 8 P.M. to 4 A.M.			From 4 A.M. to 12 M.			From 12 M. to 8 P.M.		
	Wind	Rate	Mea.	Wind	Rate	Mea.	Wind	Rate	Mea.
1839 Apr. 16	N.N.W.	3	c.	N.W.	2	b.c.	Nble	2	b.c.
17	N.N.W.	3	b.c.	N.W.	1	ex. b.	N.W.	1	c.
18	N.W.	"	"	Nble	"	b.	"	2	c.
19	"	"	"	Calu	0	b.c.	Nble	1	"
20	"	"	c.	N.W.	2	"	"	2	b.c.
21	"	"	b.	Nble	1	"	N.N.W.	"	b.c.
22	"	"	"	S.E.	2	c.	S.E.	"	"
23	"	"	b.c.	N.W.	"	"	N.W.	"	"
24	"	"	"	Nble	"	"	Nble	1	c.
25	"	"	"	N.W.	3	b.c.	N.W.	2	b.c.
26	"	2	b.	Nble	1	"	Calu	0	b.
27	"	"	"	N.W.	"	"	N.W.	3	b.c.
28	"	"	"	"	3	b.	"	"	"
29	"	2	"	Nble	2	"	"	"	"
30	"	3	"	"	"	b.c.	S.E.	2	"
May 1	"	2	b.c.	Calu	0	b.	S.W.	"	b.c.
2	"	"	b.	Nble	2	b.c.	S.E.	"	b.c.
3	"	"	"	S.E.	"	"	"	"	"
4	"	"	b.c.	N.W.	"	"	Nble	"	"
5	Nble	1	c.	Nble	"	b.c.	S.E.	"	"
6	"	"	b.c.	"	"	b.c.	"	"	"
7	N.W.	2	b.c.	"	"	"	S.W.	3	"
8	S.E.	3	c.b.	S.E.	2	"	S.E.	"	c.
9	"	4	b.c.	S.	3	"	S.	"	b.c.
10	S.	3	"	"	"	c.	"	2	"
11	Nble	1	c.	Nble	2	b.c.	Nble	"	b.c.
12	N.W.	2	b.c.	N.W.	"	"	N.W.	"	b.c.
13	"	1	c.	Calu	0	c.	Nble	3	b.c.
14	"	2	"	S.E.	2	"	S.E.	"	c.
15	"	"	c.	N.W.	1	"	N.W.	2	c.
16	Nble	1	"	"	3	c.	"	"	"
17	N.W.	164	b.c.	Nble	"	c.	Nble	3	c.
18	Nble	2	c.	S.E.	"	"	S.E.	2	b.c.
19	S.E.	"	c.	S.E.	"	b.c.	"	"	"
20	S.E.	3	b.c.	S.W.	"	b.	"	"	"

Date	From 8 P.M. to 4 A.M.			From 4 A.M. to 12 M.			From 12 M. to 8 P.M.		
	Wind	Rate	Mea.	Wind	Rate	Mea.	Wind	Rate	Mea.
1839 May 31	S.E.	2	b.c.	S.E.	4	b.c.	S.E.	2	b.c.
22	"	"	"	Nble	1	"	"	"	"
23	N.W.	"	c.	S.E.	2	"	N.	1	c.
24	Nble	"	c.b.	Calu	0	c.	N.E.	2	c.
25	N.W.	3	c.b.	N.W.	1	b.c.	Nble	"	b.c.
26	Nble	3	b.c.	S.E.	2	"	"	"	"
27	N.W.	"	"	Nble	1	"	N.	"	"
28	N.	"	c.b.	"	2	"	Nble	"	b.c.
29	N.W.	3	b.	N.W.	"	"	N.W.	3	b.c.
30	"	"	"	"	"	"	"	"	c.
31	"	2	b.c.	"	"	c.	"	1	"
June 1	"	3	"	"	"	c.	"	3	b.c.
2	"	2	"	S.E.	1	b.	S.E.	2	"
3	"	"	"	Nble	3	b.c.	Nble	1	b.
4	"	"	b.	"	"	b.	S.E.	2	b.c.
5	N.	"	"	S.E.	"	"	Nble	"	b.c.
6	N.W.	"	c.b.	"	"	c.	"	"	c.
7	"	"	b.c.	Calu	0	b.	S.E.	"	b.c.
8	"	"	b.	Nble	2	"	Nble	"	c.
9	"	"	b.c.	N.W.	"	b.c.	N.W.	"	b.c.
10	"	"	b.	"	"	"	"	"	b.c.
11	"	"	c.	Nble	2	b.c.	"	3	c.
12	"	"	c.b.	N.W.	1	b.c.	S.E.	2	b.c.
13	"	"	c.b.	S.W.	2	b.c.	Nble	"	c.
14	Nble	1	c.	N.W.	3	c.	N.W.	"	b.c.
15	N.W.	3	b.c.	"	"	"	"	"	c.
16	"	2	c.	"	2	b.c.	N.E.	"	b.c.
17	"	"	b.c.	Calu	0	"	Nble	"	b.c.
18	"	"	"	N.W.	2	"	"	"	"
19	"	"	c.b.	"	"	c.	S.W.	"	c.
20	S.W.	"	b.c.	S.E.	3	c.	S.E.	4	c.
21	S.	4	c.	"	4	c.	"	"	c.
22	S.W.	3	c.	S.W.	2	c.	"	2	c.
23	"	4	c.	S.E.	3	c.	S.W.	4	b.c.
24	N.E.	2	c.b.	Calu	0	"	S.E.	2	c.

Date	From	P.M. to 4 A.M.	From 4 A.M. to 12 M.	From 12 M. to 8 P.M.					
	Wind	Rate	Wear	Wind	Rate	Wear	Wind	Rate	Wear
1899 June 25	Nble	2	c.r.	Nble	2	b.c.	S.E.	4	b.c.
26	"	3	c.	N.W.	"	c.	Nble	2	c.g.r.
27	S.W.	2	c.	Nble	1	c.r.	"	1	c.r.
28	N.W.	"	b.c.p.	"	2	c.	S.E.	2	c.p.
29	Nble	"	b.c.	"	1	b.c.	Nble	"	b.c.
30	N.W.	"	al.	S.E.	3	b.c.p.	S.E.	"	c.
July 1	"	1	c.r.t.	Nble	2	c.r.	Nble	"	"
2	"	"	b.c.	"	"	b.	S.E.	1	b.c.
3	"	2	"	N.W.	1	b.c.	S.E.	"	"
4	"	"	b.c.	"	2	"	S.W.	2	"
5	"	"	b.c.p.	Nble	"	"	N.W.	"	"
6	"	3	c.l.	N.W.	"	c.l.t.	Calu	0	c.r.
7	"	"	b.c.	"	"	b.c.m.	N.W.	2	b.c.
8	"	2	"	"	1	b.c.	Nble	"	c.
9	"	"	b.c.	S.W.	2	"	"	1	b.c.
10	"	"	c.l.	N.W.	"	c.	Calu	0	c.
11	"	"	b.c.	"	1	b.c.t.	Nble	2	c.g.r.
12	Nble	"	c.	"	"	c.r.	"	"	c.r.
13	N.W.	"	c.	"	"	c.	S.E.	"	c.
14	"	"	b.c.	"	2	b.c.	N.W.	3	b.c.g.r.
15	"	3	b.c.	"	"	"	Nble	2	b.c.
16	"	2	b.l.	Nble	"	c.p.	S.E.	"	"
17	"	"	b.l.	S.E.	"	b.	Nble	"	"
18	"	3	c.l.	N.W.	"	"	N.W.	3	"
19	"	"	c.	Nble	"	c.	Nble	2	c.p.
20	"	2	"	Calu	0	"	"	"	c.g.
21	"	3	c.l.t.	N.W.	3	c.r.	N.W.	"	c.r.
22	"	"	c.l.	"	2	c.p.	"	"	c.l.
23	"	2	c.l.t.	S.E.	1	c.r.	S.E.	"	c.r.
24	"	1	b.	N.W.	2	b.	N.W.	1	b.
25	"	3	b.c.	"	"	b.c.	"	2	c.r.t.
26	S.W.	3 to 5	b.c.g.r.t.	"	"	"	Nble	"	"
27	N.W.	1	b.c.	Nble	1	"	S.E.	"	b.c.
28	"	2	c.g.r.	"	"	"	Nble	"	"
29	"	"	b.c.	"	2	"	N.W.	3	c.g.l.t.

Date	From	P.M. to 4 A.M.	From 4 A.M. to 12 M.	From 12 M. to 8 P.M.					
	Wind	Rate	Wear	Wind	Rate	Wear	Wind	Rate	Wear
1899 July 30	N.W.	3	b.c.	N.W.	2	b.c.	N.W.	3	c.t.
31	"	2	"	"	"	"	S.E.	2	c.t.
Aug. 1	"	"	c.r.	Nble	"	c.r.	Nble	"	c.g.r.
2	Nble	"	c.r.	S.E.	"	b.c.	S.E.	"	b.
3	N.W.	3	b.	S.W.	"	b.	N.W.	3	b.c.
4	"	"	b.c.	N.E.	"	c.r.	"	"	"
5	"	2	b.	Nble	"	b.c.	S.W.	2	c.
6	"	"	b.c.p.	N.E.	"	c.r.	N.W.	"	b.c.
7	"	"	c.r.t.	Calu	0	b.	Nble	3	c.r.
8	Calu	0	c.r.	S.E.	2	c.	"	2	c.r.
9	S.E.	3 to 5	c.g.r.	"	3	b.c.	S.E.	3	c.
10	N.W.	2	c.	S.W.	2	"	"	2	b.c.
11	"	"	b.c.	S.E.	"	b.	Nble	1	"
12	"	1	"	N.E.	"	c.l.t.	"	2	"
13	Calu	0	b.	Calu	0	b.c.p.	S.E.	"	b.c.p.t.
14	N.W.	2	b.c.	N.W.	3	b.c.	N.W.	"	b.c.p.
15	"	"	"	Nble	2	c.r.t.	S.W.	"	b.c.
16	"	"	"	"	1	b.c.	S.E.	2	b.c.
17	Nble	"	c.r.	"	2	c.r.	Nble	"	c.p.
18	"	"	c.p.	N.E.	"	c.l.	S.W.	"	b.c.g.r.
19	N.W.	"	b.c.g.p.	Nble	"	b.c.	Calu	0	b.c.
20	"	2 to 4	b.c.g.r.	N.	"	"	Nble	1	"
21	N.	1	b.c.	N.W.	"	"	"	"	c.
22	N.W.	4	"	Nble	"	"	S.W.	2	b.c.t.
23	"	1	b.	N.W.	"	b.	S.E.	"	b.
24	"	2	b.c.	"	1	b.c.	N.W.	"	b.c.r.
25	"	"	b.	"	2	"	"	"	b.c.
26	"	"	b.c.	"	1	"	"	3	c.
27	"	"	b.	Nble	"	b.	"	1	b.c.r.t.
28	"	"	c.	"	"	b.c.	Calu	0	c.
29	"	"	al.	N.W.	"	"	Nble	2	c.g.r.
30	"	4	c.g.l.t.	"	2	c.g.	N.E.	"	c.r.
31	"	2	b.c.	"	"	c.	S.E.	1	b.c.r.
Sept. 1	N.W.	3	b.c.	N.W.	3	b.c.	N.	4	b.
2	N.W.	"	c.	N.W.	4	c.r.	N.W.	5	b.c.g.r.

Date	Ground S.W. to 4 A.M.	Ground 4 A.M. to 12 M.	Ground 12 M. to 6 P.M.
	Wind Rate Wca.	Wind Rate Wca.	Wind Rate Wca.
Sept 3	N.W. 4 h.c.g.	S.W. 5 h.c.	S.W. 3 h.c.
4	S.W. 4 o.r.	S.W. 4 e.	" 4 o.e.
5	S.W. 3 c.	" 3 h.c.	" 3 e.r.
6	S.W. 4 h.c.	S.W. 4 c.	" 4 h.c.g.
7	" 4 e.r.	S.W. 4 h.c.	S.W. 4 h.c.
8	S.W. 5 o.g.	S.W. 5 om.	S.W. 3 om.
9	S.W. 3 c.	S.W. 4 h.c.	S.W. 4 e.
10	S.W. 4 h.c.	S.W. 3 c.	" 3 h.c.
11	S.W. 4 c.	" 4 "	S.W. 4 c.
12	S.W. 4 o.	S.W. 4 om.	" 4 o.
13	Stkly 4 "	Stkly 3 m.	S.W. 4 c.
14	S.W. 4 c.	S.W. 5 o.	Stkly 4 "
15	S.E. 5 c.m.	S.E. 4 h.c.m.	S.E. 4 om.
16	S.E. 4 "	S.E. 5 c.	S.E. 5 h.c.
17	" 4 h.c.	S.E. 4 "	S.E. 4 "
18	S.E. 6 c.g.	S.E. 6 h.c.g.	S.E. 6 c.g.
19	" 5 h.c.g.m.	S.E. 5 h.c.g.m.	" 6 c.g.m.
20	" 6 "	S.E. 6 c.g.	S.E. 6 h.c.g.m.
21	S.E. 4 "	S.E. 4 h.c.g.	" 4 h.c.g.
22	" 5 c.g.r.	" 4 h.c.g.m.	S.E. 5 c.g.r.
23	" 4 c.g.m.	" 3 h.c.	S.E. 2 c.g.r.
24	S.E. 3 h.c.	S.E. 4 "	S.E. 4 h.c.
25	S.E. 3 c.	S.E. 4 b.	S.E. 2 c.
26	S.E. 2 h.c.	S.E. 2 c.	S.E. 4 "
27	S.E. 4 c.	S.E. 4 h.c.	Calms S.E. 0 to 4 h.c.
28	" 4 "	S.E. 3 "	S.E. 3 "
29	S.E. 4 o.g.	Stkly 4 "	S.E. 4 "
30	S.E. 3 c.	S.E. 2 c.	S.E. 1 "
Oct 1	S.E. 1 "	S.E. 3 h.c.	S.E. 3 "
2	Calms 0 "	S.E. 1 "	N. 1 "
3	N.W. 1 "	N. 3 b.	N.W. 5 c.
4	N.W. 5 o.	N.W. 4 c.	N.W. 4 h.c.
5	N.W. 6 b.	N.W. 5 h.c.	N.W. 5 b.
6	N.W. 5 h.c.	N.W. 3 b.	S.W. 3 "
7	S.W. 4 om.	S. 6 c.	S. 5 h.c.m.

Date	Ground S.W. to 4 A.M.	Ground 4 A.M. to 12 M.	Ground 12 M. to 6 P.M.
	Wind Rate Wca.	Wind Rate Wca.	Wind Rate Wca.
Sept 8	S.E. 6 om.g.	S. 5 c.	S.W. 6 c.g.
9	S.W. 7 c.	S.E. 7 h.c.	S.W. 7 h.c.g.
10	S.W. 6 h.c.	S.E. 4 "	S.E. 6 b.
11	N.W. 1 h.m.	N.W. 2 "	S.W. 3 "
12	Sa. Ca. 1 h.c.m.	N.W. 1 "	S.E. 4 c.
13	S.E. 7 h.c.	S.E. 6 b.	S.E. 5 h.c.
14	S.E. 6 c.	" 4 c.	S.E. 4 "
15	S.E. 4 o.	S.E. 4 "	" 3 "
16	S. 4 om.	S. 3 "	Calms S.E. 0 to 4 h.c.m.
17	S.E. 3 h.c.m.	S.E. 4 om.	S.E. 3 c.
18	S.E. 4 "	S.E. 2 c.	S. 4 om.
19	S.E. 4 o.g.p.	S.E. 3 "	S.E. 2 o.
20	Calms N.W. 0 to 2 om.	N.W. 2 o.	N.W. 2 to 5 "
21	S.W. 5 "	S.W. 4 h.c.	Calms S.W. 0 to 1 h.c.
22	N.E. 2 to 5 om.	N.E. to N.W. 5 to 7 om.	N.W. 7 "
23	N.W. 7 h.c.	N.W. 7 c.p.	N.W. 7 "
24	N.W. 4 om.	N.W. 4 o.	N.W. 7 o.
25	N.W. 4 h.c.	N.W. 4 h.c.g.p.	" 7 h.c.h.
26	S.W. 4 h.c.g.	S.W. 4 h.c.g.s.	S.W. 7 o.g.h.
27	S. 6 o.	S. 4 o.g.	S.W. 1 h.c.
28	N.E. 3 o.g.r.	N.E. 5 h.c.g.p.h.	N.E. 3 c.
29	N.E. 5 c.	S.E. 4 c.	N.E. 2 "
30	Stkly 1 o.	N.E. 2 "	N.E. 4 o.
31	N.W. 4 c.	N.W. 4 h.c.	N. 4 c.
Nov 1	N.W. 8 o.	" 7 c.g.	N.W. 7 c.g.
2	" 7 c.g.	N.W. 4 c.	N.W. 6 c.
3	N.W. 4 c.	N.W. 5 h.c.	N.W. 5 h.c.
4	N.W. 5 b.	N.W. 4 om.	Wetly 4 c.
5	N.W. 3 o.	" 3 o.	N.W. 3 b.
6	N.W. 4 b.	N.W. 4 b.	N.W. 4 "
7	N.W. 1 "	Calms 0 h.c.	Calms 0 h.c.
8	S.E. 4 h.c.	S.E. 5 "	S.E. 5 "
9	S.E. 5 c.	S.E. 6 c.	S. 4 c.
10	" 2 h.c.	S.E. 1 h.c.	N.E. 1 to 4 o.
11	S.E. 4 o.	S. 6 o.	S.E. 6 "



Date	Ground	8 P.M. to 4 A.M.	Wind	Rate	Wca.	Ground	4 A.M. to 12 M.	Wind	Rate	Wca.	Ground	12 M. to 8 P.M.	Wind	Rate	Wca.
Nov. 12	S.E. b.e.	6	e.	S.E.	6	b.e.	S.E.	5	b.e.						
13	S.E.	4	b.e.		4		S.E. b.e.	3	"						
14	E. b.e.	3	"	E. b.e.	"	c.	S.E. b.e.	"	c.						
15	E. N.E.	"	"	E. N.E.	2	b.e.	Calty.	1	"						
16	E. b.e. Calm	160	c.	E. b.e. S.E.	"	o.r.	S.W.	2	"						
17	Calm N.W.	163	o.d.	N. N.W.	"	c.	N. N.W. Calm	163	o.d.						
18	N.W. S.W. b.e.	1	q.	S.E. b.e.	5	"	N. N.W. Calm	360	b.e.						
19	N. Calm	160	b.	S.E. b.e.	1	b.e.	N. N.W. Calm	260	"						
20	Calm N.W.	161	c.r.	N.E.	3	b.	N.E. to N.	261	"						
21	"	"	c.	N.E. to N.W.	163	c.	N.W. Calm	160	"						
22	Calm N.W.	162	b.e. r.	N. N.E.	3	b.e.	N.E.	4	b.e. q.						
23	N. N.E.	4	c.	N. b.e.	5	"	N. b.e.	6	b.e.						
24	N. b.e.	5	b.e. q.	"	3	"	"	4	b.						
25	N. N.W.	2	b.e.	N.	3	"	N.	2	b.e.						
26	N. b.e.	"	c.	N. N.E.	"	"	N. N.W.	3	c.						
27	N.	3	"	N. N.W.	3	c.	N. to N.W.	"	o.						
28	N. N.W.	2	o.	N. N.W. to S.W.	163	"	Baffling	1	o.r.						
29	Calm, S.	161	c.	S.E. b.e. N.E.	163	b.e. p.	N. b.e.	3	c.						
30	E.	4	b.e.	E.	3	b.e.	E.	6	b.e.						
Dec. 1	"	6	"	E. b.e.	6	"	"	5	b.						
2	"	5	"	E.	4	o.r.	E. b.e.	6	b.e.						
3	E. b.e.	6	"	E. b.e.	6	c.	"	"	"						
4	"	"	"	"	"	b.e.	S.E. b.e.	5	"						
5	S.E. b.e.	"	"	S.E. b.e.	4	"	"	4	"						
6	E. b.e.	4	"	"	"	"	"	"	"						
7	S.E. b.e.	"	"	S.E. b.e.	"	"	S.E. b.e.	3	"						
8	"	"	"	"	"	"	"	"	"						
9	E. b.e.	1	"	Calm S.W.	161	"	S.E. b.e. N.W.	164	"						
10	N.E. b.e.	6	"	N.E. b.e.	4	"	N.E. b.e.	4	"						
11	"	4	"	"	"	"	N.E. b.e.	"	"						
12	N.E.	5	b.e. q.d.	E. N.E.	"	"	N.E.	"	"						
13	"	"	o.r.	Baffling	264	"	"	5	"						
14	N.E. b.e.	"	b.e.	N.E. b.e.	5	"	"	"	b.e. q.						
15	"	7	"	N.E.	7	"	"	4	b.e.						
16	N.E. b.e.	3	"	E. N.E.	3	"	E. N.E.	2	"						

Date	Ground	8 P.M. to 4 A.M.	Wind	Rate	Wca.	Ground	4 A.M. to 12 M.	Wind	Rate	Wca.	Ground	12 M. to 8 P.M.	Wind	Rate	Wca.
Dec. 17	E. N.E. N.W.	261	b.e.	N.E.	1	b.e.	N. b.e.	1	b.e.						
18	Calm N.W.	163	"	N. N.W.	3	"	"	4	"						
19	N. b.e.	5	"	N. N.E.	4	b.e. q.d.	"	3	o.g.						
20	N.E. b.e.	4	b.e. q.p.	"	"	b.e.	"	5	"						
21	N.E.	"	b.e. q.	N.E.	"	"	E. N.E.	5	"						
22	N.E. b.e.	"	b.e.	E. to S.E.	3	"	S. S.E.	3	c.						
23	S.E. b.e. S.W.	"	c.	S. S.W.	4	"	S.W.	7	c. q. p.						
24	S.W. to N.W.	7	o.g.	N.W.	5	c. q.	N. N.W. N.W.	4	o.g.						
25	N.W. to N.E.	268	b.e.	N. N.W.	6	b.e.	N. N.W.	5	b.e.						
26	N.W. Calm	360	"	N. to S.W.	163	"	N. b.e.	6	"						
27	N. b.e.	7	o.g. r.	N.W.	6	b.e. q.	N. N.W.	3	"						
28	N. b.e.	3	c.	N.E. b.e.	2	c.	E. S.E.	5	c.						
29	Baffling	4	b.e.	N.E. b.e.	6	b.e. q.	"	"	o.r.						
30	E. b.e. N.W.	267	o.r.	S.W. to N.W.	167	c.	N. b.e.	6	c.						
31	N. N.W. to N.W.	263	c.	N. N.W.	2	"	N. N.W.	"	m.						
Jan. 1	N.W.	3	b.	N.W.	3	b.e.	N.W.	2	b.e.						

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 Bradley Henry 16  
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 Brown David 5

Chatterton Daniel 43  
 Clark 44  
 Cooper John 78  
 Cooper Sarah 82  
 Coleman John 87  
 Cooper Samuel 23  
 Cooper David 3

C

D

Dickerman Allen <sup>page</sup> 7  
 Dickerman Jason 2  
 Dickerman Levi --- 10  
 Dickerman Elam 16  
 Dickerman Sumner 30  
 Doolittle ~~John~~ Elmer 44  
 Dickerman Samuel 54  
 Dickerman Wili 63  
 Doolittle Daniel 65  
 Dickerman Joel 90  
 Dickerman John 91  
 Dickerman Merit 91  
 Dickerman Amos Capt 98  
 Dickerman Pelag 1  
 Dickerman Edmund 10  
 Dickerman Enos Capt 12

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E  
 F

Gilbert Betsey Jr. 32  
Goodyear Samuel 57  
Goodyear Lyman 58  
Goodyear Lewis - 62  
Gilbert Joseph Esq. 70  
Gaylord Benjamin 80  
Gaylord Allen - 89  
Goodyear Fowler - 101  
Goodyear Seymour Esq. 11

G  
H



Kitchcock Schabua Page  
 Hamden Town of 14  
 Kull Eli 34  
 Ketchup No 46  
 Hart Elisha Deacon 64  
 Kurnison Charles 79  
 Kough Joel 99

Jnes Lipe Page 18  
 Jnes Elias 20  
 Jnes Lancel 35  
 Jnes Ruffee 105  
 Jnes Elam 107

Jacobo Eli 25  
 Johnson Apthys

I  
 K

Kimberly Ezra Page 75  
Kingsley Capt 49  
Kelsey Nancy M - 69

Leck Bellicoak 28  
Linsley Samuel M 36  
Lusk 72 8

L  
M

Munson Job --- 11  
Munson Job L. --- 11  
Munson Betsy H. 29  
Munson Miles --- 33  
Munson Eben --- 60  
Munson Sarah --- 61  
Munson Lina --- 72  
Munson Lober --- 75  
Munson Austin 100

Parsons Amos 27  
 Perkins Ira 45  
 Peck Sen 53  
 Perkins Levi 71  
 Phipps Rufus Ely 84  
 Perkins John 94  
 Potter <sup>2</sup>Freeman 106  
 Preston Chauncey 5  
 Potter Brecken 13

P

Q

Rogers  
Riggs Days

Page

81

15

R

S

Sanford Samuel	Page 15
Seely David	7
Shaw Martin	13
Sanford Amos	2
Seran	4
Sherry Nelson	14
Shawton	14

Sidds Elin	Page 9
Sharp Alfred	22
Suttle Eyrman	30
Thompson Joel	38
Soda Oeda	47
Suttle Perent Capt	50
Soda Eliza & H	51
Suttle Lois Jr	52
Suttle Eli	53
Sidds Mary Jr	58
Suttle Riley	66
Suttle Alanson	68
Suttle Ambrose	83
Soda Eric	92
Soda Horwell	96
Thompson Amos	102
Suttle Samuel	104
Sidds Simon	9
Suttle Manning	3



V  
W

Huttons Lp - 26  
 Miles Home - 39  
 Warner Lp - 74  
 Poolcoy Ha - 76  
 Poolcoy Road - 77  
 Wooden Jarvis - 98  
 Warner Stephen - 13  
 Warner David - 14  
 Writing Feb Oct 2

## X

**Y**

John L. Gossnell in acct with Hotchkiss & Co. 3

July	To Sundries Medicine and Biscuits	8 60
1822 16	By Cash 2 Dollars 2 "	1 35-

1

Allen Dickerman

D

Jan 10th  
1822

2.39 from small Ledger 2.4. 65. / 42. / 90. 78. / 92. 79. / 84. 80. / 88. 83. / 92. 87. 101.

from Small Ledger  
Mother's a/c

\$ 2 35  
12 84  
\$ 15 09  
2 54  
\$ 17 63  
1 50  
19 18

Aug 28th  
1823

Betsy Dickerman

62. 49. 3/42. 50. / 57. 57. / 71. 53. / 32.

\$ 6 43

contra

By cash to balance in full

\$ 6 43

July 21st  
1823

Capt. Bezehiah Bapett

60. / 47. 61. / 73. 62. / 84. 63. / 95. 64. / 47. 65. / 42. 67. / 42. 68. 70. / 62. 69. 71. 70. 2/75.

\$ 19 71

contra

2/ Jason Dickerman Dr

1822

Jan 14<sup>th</sup>

Dr 1. 1/2

80. 1/2

Dr 11 12

July 2<sup>nd</sup>

1823

Dr 1. 1/2

Amos Sanford

Dr

1 1/2

August 2<sup>nd</sup>

1823

Dr 1. 1/2

Capt. Jacob Whiting

Dr

2 30

Contra

By his note to balance

Dr 11 12

1825

Dec 2

Contra

By Cash to Balance

Dr

1 1/2

Contra

Dr



B/

Clam Bradley

D-

Jan 1, 1822

1822 Jan 1. 5/25. 2. 1/27. 3. 3/25. 11. 1/28. 12. 1/22. 16. 1/27. 22. 4/18. 33. 1/25. 12. 20  
 63. 7/25. 65. 1/2. 66. 5/25. 24/50. 68. 3/25. 84. 1/25.  
 122 03

Sept 1823

Sared Cooper D-  
 1823 22. 52. 47. 64. and 3/74. 49. 1/2. 74. 2/25. 76. 184. 80. 167. 8 8 69

August 1823

Manning Little south branch D-  
 1823 22. 63. 1/25. 65. 1/4. 91. 2/25. 92. 1/92.  
 7 42

1825

contra

6-

Dec

3 By his Book  
 Note to Balance

14 83  
 7 20  
 21 03

contra

6-

1825

contra

6-

Nov

29 By Note

7 42



41

Job Munson

Dr

Jan 1st  
1822

1. 4/7. 2. 1/84. 9. 1/8. 10. 1/42. 31. 2/6. 32. 3/4. 33. 2/7. 34. 2/10. 19 16  
26. 1/4. 37. 2/76. 38. 2/7. 39. 2/23. 40. 2/74. 41. 1/67. 42. 1/42. 43. 1/80. 44. 1/24. 89  
934 05

July 1st

1823 - 20. 50. 1/31. 65. 1/7. 78. 1/75. 80. 1/25.

Scran

Dr

4 75

1826

Contra

Cr

Jan 19

By Receipts  
By Bill  
Note to Balana

\$ 8 00  
11 08  
14 97  
34 05

1826

Contra

Cr

Jan 27

By his a/c  
By Note to Balana in full

4 75  
4 75

57

Samuel Sanford

Dr

Jan 25<sup>th</sup> 1822 To 1. 92. 9. 1/2. \$ 1 09

Aug 1<sup>st</sup> 1823 Avery Brown To 63. 2/42. 64. 3/49. 67. 1/25. 68. 1/34. \$ 6 70

July 25<sup>th</sup> 1823 Chauncey Preston To 50. 1/50. 57. 1/44. 52. 1/55. 53. 1/52. 54. 1/57. 75. 4/55. \$ 10 64  
 76. 1/50. 54. 1/55. 2 08  
 \$ 12 72

contra

6=

1825 Nov 30 By his a/c to B balance 6 70

Nov 30 By Bill Mink contra 6 73  
 By Note to B balance 5 99  
 \$ 12 72

6/

Isabud Hitchcock

John

July 29<sup>th</sup>

1822

Jan 28 <sup>th</sup> 1922	1. / 34. 2. / 92. 3. / 92. 5. / 200. 6. / 403. 22. / 1. 52. / 54. 53. / 58. 55. / 92	7	43
	57. / 17. 60. / 58. 76. / 3. 83. / 42. 87. / 57. 90. / 15. - - - - -	75	17
		882	64

57. 17. 60. 58. 76. 31. 83. 142. 87. 567. 90. 78.

|     |    |
|-----|----|
| 7   | 43 |
| 45- | 17 |
| 882 | 64 |

|     |    |
|-----|----|
| 45- | 14 |
| 00- | 11 |

882 64

March 25

1823

March 25 - 1823 to 17. ps. 53. ps. *Stevie Allen*

67-158-53-158.

1 16

1826

April

1826  
April 19 Day his age in full

Box, his age in full

116



David Sully

Jan 21<sup>st</sup>

1822 D. 1. 1/4. 2. 2/11. 4. 1/4.

4 29

April 6<sup>th</sup>

Beth Blakeslee Scott Haven

1823 D. 1. 5/2. 3/25

4

contra

6

contra

6

81

# Debit

6/10

|                              |  |      |
|------------------------------|--|------|
| July 1 <sup>st</sup><br>1822 | 2. 1/10 5. 42. 6. 42. 7. 1/20 8. 42. 9. 1/8 10. 7 11. 30. 12. 1/8                | 7 73 |
|                              | 13. 1/42 14. 1/6 15. 25 16. 50 17. 50 18. 1/6 20. 2 1/10 21. 1/8 22. 1/2 26. 1/8 | 9 36 |
| Aug 1 <sup>st</sup><br>1823  | 45. 1/8  | 5 9  |

|                              |                              |      |
|------------------------------|------------------------------|------|
| May 30 <sup>th</sup><br>1823 | 9. 56. 1/42. 7. 1/5 44. 1/42 | 2 59 |
|------------------------------|------------------------------|------|

# Credit

6/10

|                              |   |     |
|------------------------------|---|-----|
| Aug 15 <sup>th</sup><br>1822 | By sundries and cash to balance in full | 4 9 |
|------------------------------|---|-----|

|  |        |   |
|--|--------|---|
|  | contra | 6 |
|--|--------|---|



9)

Crin Todd

July 8<sup>th</sup>

1822

2. 1/2. 8. 2/25. 9. 1/31. 10. 1/31. 11. 1/24. 12. 1/24. 50.  
39. 25 = 16. 1/67

8 38  
1 12

May 2<sup>nd</sup>

1823

Simeon Todd

2. 1/2. 55. 1/67. 87. 1/25. 90. 71. 91. 2/1.  
2 units not charged

12 42  
13 42

Contra

Oct 21<sup>st</sup>

1823

Pay his Book to balance in full

8 8

1825

Nov 20<sup>th</sup>

Contra

Pay his Book  
Cash

12 24  
1 18  
13 42



10/

Levi Dickerman

D

July 6<sup>th</sup>

1822 D.A. 2. 1/8. 11. 1/20. 17. 1/17. 25. 2/22. 37. 25. 72. 2/20. 75. 2/1  
 75. 25. 76. 1/8. 86. 1/10  
 93 note omitted

176  
 2 83  
 12 59  
 14 59

Aug 16<sup>th</sup>

Edmund Dorman

D

1822 D.A. 58. 3/50. 58. 3/84. 59. 1/25. 67. 1/25. 68. 1/25. 72. 3/25. 71. 4/10  
 72. 3/8. 75. 1/10. 75. 4. 76. 1/50. 78. 4/10. 79. 4/50. 81. 4/10  
 82. 1/50. 84. 2/1. 87. 57. 84. 1/1

16 16  
 19 50  
 8 75  
 44 43

1821

contra

Jan 19 By Bill Price  
 By Cash to Balance

8 60  
 5 99  
 14 59

contra





121

*Herzekiah Bapett*

*Dr*

*July 9<sup>th</sup>*

1822 *Dr A 2-1/02-3-30-12-1/10*

*2 34*

*June 20<sup>th</sup>*

1820 *Dr A bapt. Enos Dickman*

*Page 188-192-194-195-62-193-63-196-72-4/34-92-125*

*Dr*

*7 35*

*contra*

1825

*contra*

*Nov 30*

*By his Bill Rndt*

*By Cash*

*5 34*

*2 07*

*7 35*

131

Martin Stevens

D

July 11<sup>th</sup>

1822 D. 3. 1/10. 5. 1/25. 12. 1/42. 20. 1/25. 30. 1/42. 31. 1/42. 32. 1/25. 54. 1/25. 4  
 54. 1/25. 60. 1/25. 74. 3/12. 57. 4. 89. 1/25. 90. 1/25. 91. 3/12. 121 50

June 25<sup>th</sup>  
1823

Stephen Warner

D

D. 57. 1/25. 65. 1/25. 1/25.

4

July 23<sup>rd</sup>  
1823

Becher Porter

D

D. 60. 1/42. 61. 1/42. 91. 3/15. 92. 1/25.

3 09

3 33

Contra

65

Contra

65

Contra

D

August 14<sup>th</sup> 1823

By cash to balance in full  
 By cash to balance in full

3 9

3 33



141

## Town of Hamden

Dr

26, 15<sup>th</sup>

1822

Dr. 3. 3/1. 4. 1/15. 6. 1/30. 9. 3/18. 10. 4/10. 12. 2/10. 15. 1/25. 21. 1/22

Aug 12<sup>th</sup>

1823

27. 5/5. 31. 1/5. 29. 7/10.

12. 1/12.

1824

31. 1/12. 86. 4. 57. 5. 91. 8.

\$ 0 42

11. 7. 42

August 11<sup>th</sup>

1823

Dr. 64. 1/12. 75. 1/25.

Scranton

Dr

2 92

June 25<sup>th</sup>

1823

Dr. 58. 1/15. 59. 1/15. 60. 1/15.

David Warner

Dr

3 34

Dec 1

By his Bill

V Cash

July 8

By Cash in full

contra

Dr

1 00

1 00

1 34

3 34

June 31<sup>st</sup>

1823

Dr. 58. 1/2. 57. 58. 6. 1/34. 76. 1/15.

Nelson Sperry

Dr

3 59

1826

July 17

By Cash to Balance in full

contra

Dr

3 59

137

Era Kimberly

D<sup>+</sup>

Jul 20th

1822

1/47. Transferred from E.D. 72. 5. 257. 10. 42. 12. 3/20. 37. 42. 8 52  
 32. 2/25. 53. 1/67. 54. 2/66. 55. 4/22. 57. 25. 57. 42. 84. 1/2. 8 51  
 17 33

July 30th

1823

Joyes Riggs  
 D.D. 57/42. 67 3/50.

D<sup>+</sup>

4 42

1826

Contra

6<sup>th</sup>

July 25 Dep Bill to Balance in full 17 33

Contra

6<sup>th</sup>

4 42

July 11th By Cash to Balance



16

Elam Dickman

D

July 22<sup>nd</sup>

1822 La 3. 1/50. 8. 14. 13. 25. 15. 1. 21. 2/92. 24. 2/25. 24. 1/25. 52. 1/25. 49  
 75. 1/25. 76. 1/25. 80. 2/75. 81. 1/50. 82. 1/42. 83. 2/50. 85. 1/75. 86. 7/71.  
 88. 3/50. 89. 1/92. 90. 12/100.

To Crats omitted

143 92  
 86 73

July 22<sup>nd</sup>

1823 La 60. 1/75. 61. 1/36. 80. 1/75  
 Crats omitted

55  
 8 84  
 5  
 96 84

1825

Contra

6

July 20 By Receipt rendered to Balara

43 92

By Balara

2 75

May 4 Cash

2 00

22 " Cash to Balara

2

6 75

1826

Contra

6

July 14 By Cash 2. 19 Cash 44. 75

6 84

171

Amos

Parsons

D-

3.2.24

1822

3.4.2. A. 9.1.42. 5.1.25. 26. 2.34. 26. 3.21. 27. 9.01. 28. 1.24. 11. 7.12  
 29. 2.57. 30. 7.92. 41. 1.25. 74. 2.25. 76. 3.25. 77. 2.7. 78. 12. 01  
 79. 2.57. 80. 9.50. 81. 1.25. 88. 41.  
 44 00

1825-

contra

6-

Nov 30

By Big Book of  
 Cash  
 Note to Balance

17 18  
 12 00  
 14 82  
 44 00

181

Sewer Barnes

Dr

July 25<sup>th</sup>

1822 Oct 4. 2/10. 5/10. 13. 1/10.

Dent from Small Ledger

Charges omitted -

|    |   |    |
|----|---|----|
| \$ | 5 | 30 |
|    | 2 | 00 |
|    | 7 | 30 |
|    | 3 | 30 |
| \$ | 9 | 80 |

1820

contra

April 21 By Bins 7.50 Cash - 2.30

|    |   |    |
|----|---|----|
| \$ | 9 | 80 |
|----|---|----|



191

Mary Bradley

D-

1822

4-1/42. 5-42. 6-42. 7-42. 8-42. 9-42. 10-42. 11-42. 12-42.  
 13-42. 14-42. 15-42. 16-42. 17-42. 18-42. 19-42. 20-42. 21-42. 22-42.  
 23-42. 24-42. 25-42. 26-42. 27-42. 28-42. 29-42. 30-42. 31-42. 32-42.  
 33-42. 34-42. 35-42. 36-42. 37-42. 38-42. 39-42. 40-42. 41-42. 42-42.  
 43-42. 44-42. 45-42. 46-42. 47-42. 48-42. 49-42. 50-42. 51-42. 52-42.  
 53-42. 54-42. 55-42. 56-42. 57-42. 58-42. 59-42. 60-42. 61-42. 62-42.  
 63-42. 64-42. 65-42. 66-42. 67-42. 68-42. 69-42. 70-42. 71-42. 72-42.  
 73-42. 74-42. 75-42. 76-42. 77-42. 78-42. 79-42. 80-42. 81-42. 82-42.  
 83-42. 84-42. 85-42. 86-42. 87-42. 88-42. 89-42. 90-42. 91-42.

9 50

8 34

6 19

11

7 75

15 21

40 00

98 02

1825

Contra

6-

Oct 3

By him ap. P. M. &  
 By note to Balance

57 76

26 26

98 02

20

Elber Ines

July 26<sup>th</sup>

1822 4.47 1/2

1823 4.47 1/2

1824 4.47 1/2

1825 4.47 1/2

1826 4.47 1/2

1827 4.47 1/2

1828 4.47 1/2

1829 4.47 1/2

1830 4.47 1/2

1831 4.47 1/2

1832 4.47 1/2

1833 4.47 1/2

1834 4.47 1/2

1835 4.47 1/2

1836 4.47 1/2

1837 4.47 1/2

1838 4.47 1/2

1839 4.47 1/2

1840 4.47 1/2

1841 4.47 1/2

1842 4.47 1/2

1843 4.47 1/2

1844 4.47 1/2

1845 4.47 1/2

1846 4.47 1/2

1847 4.47 1/2

1848 4.47 1/2

1849 4.47 1/2

1850 4.47 1/2

1851 4.47 1/2

1852 4.47 1/2

1853 4.47 1/2

1854 4.47 1/2

1855 4.47 1/2

D

21 84

22 35

2 43

224 78

Contra

July 26<sup>th</sup>

1822

1823

1824

1825

1826

1827

1828

1829

1830

1831

1832

1833

1834

1835

1836

1837

1838

1839

1840

1841

1842

1843

1844

1845

1846

1847

1848

1849

1850

1851

1852

By Cash to balance

Bill rendered

Cash to Balance

21 84

22 35

2 43

224 78





21<sup>st</sup>  
 Henry Lusk  
 Capt. H. O. Bapista  
 51457

22<sup>nd</sup>  
 Capt. H. O. Bapista  
 J. Munson  
 H. W. Hill

23<sup>rd</sup>  
 Henry Lusk  
 Capt. H. O. Bapista  
 J. Munson

24<sup>th</sup>  
 Capt. H. O. Bapista  
 Henry Lusk  
 Capt. H. O. Bapista  
 H. W. Hill

25<sup>th</sup>  
 Henry Lusk  
 Capt. H. O. Bapista  
 J. Munson  
 51457  
 51

21<sup>st</sup>  
 Capt. H. O. Bapista  
 H. W. Hill  
 51457

22<sup>nd</sup>  
 Henry Lusk  
 Capt. H. O. Bapista  
 J. Munson  
 H. W. Hill

23<sup>rd</sup>  
 Henry Lusk  
 Capt. H. O. Bapista  
 J. Munson

24<sup>th</sup>  
 Capt. H. O. Bapista  
 Henry Lusk  
 Capt. H. O. Bapista  
 H. W. Hill

25<sup>th</sup>  
 Henry Lusk  
 Capt. H. O. Bapista  
 J. Munson  
 51457  
 51





15.68  
 10.50  
 5.18  
 120  
 3.27  
 1.68  
 1.59  
 2.68  
 2.50  
 2.20  
 2.00  
 1.80  
 1.60  
 1.40  
 1.20  
 1.00  
 .80  
 .60  
 .40  
 .20  
 29.20  
 19.16  
 10.4  
 1.70  
 1.50  
 1.30  
 1.10  
 .90  
 .70  
 .50  
 .30  
 .10

1826

contra

6=

Feb 6 By Cash to Balance

3.09

*Lf*

1822-66 2. 3/75. 3. /46. 5-4/25-12. /26. 15. /75-19. /42. 36. /53. 37. /62. 13 01  
 38. /42. 55. /84. 74. /42. 84. 1/25-  
 3 92  
 16 94

Contra

1826

Get

|    |  |
|----|--|
| 23 | By L <sup>ts</sup> a/s<br>Cash in full |
|----|--|

504

|    |    |
|----|----|
| 11 | 90 |
|----|----|

1674



24/

Benzah Brooks Bishop & Co

Jan 1/12  
1822 Jan 3. 2/10.

Samuel Cooper  
 1822 Jan 12. 2/75 = 43. 4/75 = 44. 6/75 = 45. 3/50 = 46. 3/25 = 47. 6/25 = 48. 6/10 = 49.  
 129. 1/12.  
 1823 Jan 12. 2/75 = 43. 4/75 = 44. 6/75 = 45. 3/50 = 46. 3/25 = 47. 6/25 = 48. 6/10 = 49.  
 129. 1/12.

contra

62

contra

1823 Jan 12. 2/75 = 43. 4/75 = 44. 6/75 = 45. 3/50 = 46. 3/25 = 47. 6/25 = 48. 6/10 = 49.  
 129. 1/12.

62

25

Eli Jacobs St. Anna

L

July 10<sup>th</sup>

1822

|    |      |    |      |    |        |        |        |      |   |    |
|----|------|----|------|----|--------|--------|--------|------|---|----|
| 20 | 3/57 | 69 | 2/52 | 70 | 1/4-79 | 1/4-80 | 1/2-89 | 3/67 | 9 | 03 |
|----|------|----|------|----|--------|--------|--------|------|---|----|

Contra

L

26)

Sepe Nations North Haven Dr

July 20<sup>th</sup>

1922 July 3. 4/50 4. 4/50 5. 4/50

1/ 8 09

1923

October 23 by Cash 12/

Contra

6-



27/

Ira Perkins

Dr

July 25<sup>th</sup>

1822

20. 4/30. 56. 2/25. 62. 1/25. 63. 1/34. 64. 1/100...

632

1826

contra

6

July

13

By Bill 5. 12. N 7. 1-22

634

## Rebecca Leek

A

Feb 27<sup>th</sup>

|      |     |  |    |    |
|------|-----|--|----|----|
| 1822 | 500 | 4. 65. 7. 58. 8. 67. 9. 50. 10. 62. 12. 66. 13. 11. 19. 14. 62.    | 5  | 63 |
|      |     | 15. 109. 16. 75. 17. 142. 18. 62. 19. 84. 20. 75. 22. 58.          | 5  | 73 |
|      |     | 23. 62. 25. 67. 27. 62. 28. 117. 29. 62. 31. 82. 32. 62. 34. 67.   | 5  | 63 |
|      |     | 36. 85. 40. 102. 42. 72. 44. 62. 45. 62. 48. 92. 49. 62. 50. 72.   | 4  | 36 |
|      |     | 53. 58. 54. 57. 55. 100. 52. 116. 57. 217. 58. 92. 59. 84. 60. 62. | 8  | 10 |
|      |     | 61. 194. 62. 142. 63. 62. 64. 66. 201. 65. 167. 67. 142. 70. 265   | 8  | 20 |
|      |     | 71. 134. 72. 73. 74. 250. 76. 119. 77. 255. 78. 192.               | 12 | 64 |
|      |     | 79. 142. 80. 115. 82. 150. 83. 147. 84. 142. 86. 135. 88. 147.     | 24 | 54 |
|      |     | 89. 117. 90. 147. 91. 150  | 5  | 67 |
|      |     |  | 72 | 53 |

Contra

B



291

W. B. B. Munson

L

March 1st

|      |  |    |
|------|--|----|
| 1892 | Dec 5-4/17-6-1/12-7-1/5-10-1/18-22-1/12-23-1/18-24-1/17-10 | 09 |
|      | 25-1/12-26-1/15-27-1/18-28-1/17-29-1/18-30-1/17-10         | 36 |
|      | 9-6-10   | 00 |
|      | 26   | 45 |

Contra

6-

|       |        |
|-------|--------|
| 62    |        |
| 22    |        |
| 37    |        |
| 12    |        |
| 27    | 27     |
| 17-54 | 8-10   |
| 52    | 1 4 92 |
| 81 08 |        |
| 7     |        |

Syman Fittle

D-

Notes

|      |   |       |
|------|---|-------|
| 1822 | 6-2/65-10-3/6-14-1/4-29-3/4-30-1/2-1/4-1/4-62-3/10-11 | 6 09  |
|      | 62-3/19-24-62-1/2-75-1/2-87-3/5-96-1/4-92-1/2-5-      | 12 48 |
|      | 70-3/5-   | 3 25  |
|      |   | 32 62 |
|      |   | 4     |
|      |   | 26 62 |

Direct omitted

1825

Contra

6

Jan 24 By Bin Bond  
Feb 13 Note to Balano

23 72  
2 90



31/

Ryman Bradley

G<sup>re</sup>

1822

1823

1824

6.2/8. 1/2 4/50. 8. 1/2

52.2/19

\$7 75

\$2 09

Contra

6<sup>th</sup>

1822

1823

1824

By Cash to balance in full  
Nov 29 By Rs of money to Balance

\$7 75

\$2 09

32/

J<sup>r</sup> Betsey GilbertD<sup>r</sup>Aud. 1<sup>st</sup>

1822

D. &amp; 6. 3/4 7. 1/2.

Contra

C<sup>r</sup>

33/

Mills Munson

De

March 1892

|      |     |  |
|------|-----|--|
| 1892 | Feb | 6. 3/4. 7. 30. 22. 1/5. 23. 1/2. 24. 3/5. 25. 2/3. 26. 1/2. 13. 27             |
|      |     | 27. 2/3. 28. 2/3. 29. 1/5. 30. 2/3. 31. 2/3. 32. 2/3. 33. 2/3. 34. 1/2. 14. 28 |
|      |     | 35. 1/2.   |

212

Contra

b-





35/

Era Alling

D

March 20

1822

7. 3/30. 39. 2/4. 40. 3/57. 41. 4/56. 42. 3/57. 43. 2/25. 44. 1/57.  
 45. 3/5. 46. 1/34.  
 85. 1/42.

21

85

5

9

26 94

contra

C

March 20

1822

1823

By Horse

By his note in full

22

"

4

94

26

94





37/

Seymour Dickerman

Dr

Nov 24

1822 Dec 7/9. 30/30. 31. 57. 72-172.

Medicine omitted

6 39

12

6 81

1826

contra

Dr

Feb 14

By Bill Pen 10.12

38

Sol Thompson

D

April 8<sup>th</sup>

1822

1. 1/5-1823 13. 1/50. 28. 1/50. 34. 1/50. 56. 3/17. 27. 9/10. 57. 14. 1/10. 03  
 73. 3/50. 85. 1/82. 1/42. 86. 3/50. 88. 2/50

10 76

contra

6



39/

James Hills

JH

April 1825

1825 J. H. 8/64. 9/25. 10/18. 11/12. 12/15. 1/15. 2/15. 3/17. 4/26. 5/19.  
 6/24. 7/25. 8/10. 9/25. 10/16. 11/20. 12/15. 1/18. 2/15. 3/17. 4/26. 5/19.  
 6/24. 7/25. 8/10. 9/25. 10/16. 11/20. 12/15. 1/18. 2/15. 3/17. 4/26. 5/19.  
 6/24. 7/25. 8/10. 9/25. 10/16. 11/20. 12/15. 1/18. 2/15. 3/17. 4/26. 5/19.

Date omitted

5 66  
 3 75  
 11 75  
 10 75  
 31 91  
 33 41

1825-

contra

Nov 30 By his Book  
 " " do

26 58  
 6 83  
 33 41

22.36  
 9 28  
 12 38  
 683 1/2  
 683  
 341  
 10 34  
 683  
 6.93

401

Hizekiah Brackett

Dr

April 18<sup>th</sup>

1822 Oct 9. 5726/42. 17. 1/42. 69. 1/25. 77. 3/42. 78. 3/17. 79. 3/25  
 80. 1/8. 82. 1/15. 83. 3/75.

\$ 17 28

5 28

\$ 22 79

1823

contra

Cr

Nov 28 Pay his Book  
 Cash

\$ 12 60

10 19

\$ 22 79



40/

Nyekeah Brackett

Debit

April 18<sup>th</sup>

1822

5/26/42. 17/42. 69. 1/25. 77. 3/22. 78. 2/17. 79. 4/25  
 5/2. 1/8. 82. 1/15. 83. 2/75.

17 21  
 5 58  
 212 79

1825

contra

Credit

Nov 28 Pay this Book  
 Cash

12 60  
 10 19  
 22 79

41/

Sterling Bradley

Dr

Apr 11/22

1822 Oct 9. 1/2. 31.2/17

3 36

bontia

Dr

1822 By his book to balance

38 34



42/

David. Brackett

Ct

April 28<sup>th</sup> 1822. 10/17. 16/17. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64.  
1822.

6 00

1825

Contra

Ct

Nov 30 By Bill Bond  
Cash

4 67

1 34

6 00





44

Vitus Doolittle

ES

May 6<sup>th</sup> D.A. 10.3/23.11.57/6.

1822

18/25

# 9 69.

25

# 9 94

Contea

6



45

In Recd

Dr

May 11 1822 11. 2/88. 24. 1/75. 30. 1/30. 31. 1/44. 59. 1/45. by Gen 67. 1/47. 60. 1/77.  
70. 1/92. 71. 1/42. 72. 2/88. 1/75.

11 15  
5 08  
16 22

Contra

Cr

1825 - Pay a Receipt in full up to March 31  
1824 drawn by J. A. Comstock  
Nov 29 22 Cash

15 48  
25  
16 22

46

1/8

Hotchkiss

Dr

May 1905

1832

Feb 12. 94. 75. 2/75. 76. 2/50. 77. 1. 78. 4/25. 79. 1/25. 80. 4/25

\$115 84

1832

contra

Cr

May

202y Brook &amp; Pond

Cash

\$9 75

14 00

47/

Beda Yodd

Dr

May 23<sup>rd</sup>

12/25-17/12.



Dr

1825

contra

Cr

13 54 Dec

2 By the Bill Rec<sup>d</sup>  
" bank Note to Balance

9 93  
3 61  
13 54

49

Capt

Kingsley

Dr

1822

Dec. 12, 75. 24/54. 30/74. 50. 75. 82. 1/75.  
 Wrote omitted

3 96.  
 3 25  
 7 21

1826

Contra

July 4 By Bill Bond  
 Note to Balance

1 34  
 5 87  
 7 21

32

Capt. Robert Little

G-

June 15<sup>th</sup>

1822 To 12. 1/5. 13. 4/65. 14. 29.

5 89

1821-

Contra

6-

Nov 29 By his Book  
Cash

4 24

1 65

3 89



51/

Elihu Yoda North Haven

Dec

Sun 1st

1822

to 13-1/4-16-1/50 92-1/50

392

1823

Contra

6-

Dec

1 My book

392

52/

Ypa Lois Buttle

D

June 20th

1822 30 13.2/59.14.3/68.15.4/34.29/122.32/66.7.5-125.86.1/50

1/9 12

Contra

6-



53/

Eli Gittle

Dr

June 25<sup>th</sup>

1822

Jan. 13. 50. 18. 1/26. 19. 3/26. 20. 2/29. 24/45. 52. 60. 70. 1/15.  
 75. 3/ 85. 1/58. 90. 17/25. 91. 15/

7 23  
 35 53  
 \$ 43 06

1821

contra

Feb. 10

By Bill Bond

By Note to Balara

19 60  
 23 46  
 \$ 43 06

54

Samuel Dickerman

Dr

June 22

1822-23 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

13 not omitted

|    |    |
|----|----|
| 7  | 84 |
| 4  | 37 |
| 11 | 71 |
| 25 |    |
| 11 | 96 |

1825

contra

6

Nov 30

Bryant's Book

" " Note sixty days

|    |    |
|----|----|
| 3  | 04 |
| 8  | 92 |
| 11 | 96 |



537

Sori Perkins

Dm

June 23<sup>rd</sup>

1822 20. 16. 25. 50. 1/18. 51. 1/17. 52. 1/16. 53. 1/15.

4/96

1826

Gorilla

6

April 11 Buy Cask to Balana in full

# 4 96

56/

Justus Allen

D

June 23<sup>rd</sup>

1825 3. 14. 2/47. 16. 25. 17. 18. 15. 1/3. 24. 25. 31. 1/2. 32. 1/25.  
 59. 3/40. 83. 1/25.

Visit omitted

|    |    |
|----|----|
| 8  | 93 |
| 4  | 25 |
| 11 | 18 |
| 6  | 67 |
| 11 | 85 |

1825

Contra

Dec 3 By New York  
 25. 2. 11. 85

|    |    |
|----|----|
| 9  | 80 |
| 2  |    |
| 11 | 85 |



57/

Samuel Goodyear

D-

June 30th

1832

20 15-9/34 16-6/37 17-3/40 18-1/37 72-7/11-2/35

30 17

1833

Contra

62

Dec

1 By his Book  
Note

25 17

30 17



55/

To Mary Posa

D-

July 1st

1822 D. 15-17. 57. 2/50. 90. 57.

17 67

Contra

6-

59/

Lyman Goodyear

Dr

Aug 7<sup>th</sup>  
1822 Pa 16/92.

\$ 0 92

contra

Cr

1823  
March 15<sup>th</sup> By cash to balance in full

\$ 0 92



60

Ben<sup>r</sup> Mansfield

D

July 1870

16 1822 La 16-192. 17-3/42. 18-1/15.

5-42 52 2.

Contia

61

61

Nosiah Mansfield

D<sup>n</sup>

July 13<sup>th</sup>

1822 B.A. 17-57. 18-2/57 14-3/4 15-1/8 16-1/8

8 1/2

contra

6





63/

Abi Dickerman

July 9<sup>th</sup>

1812 To 17. / 75. bla. Reg. 17. / 75. / 42. 51. / 50.  
 5. 2. 27. Manum e 1/-  
 93. 9/-

7 82  
 5 00  
 9 00  
 21 82

Dec 1

Contra

Dec 3 By his Priv. rend  
 " " Note Balance

14 75  
 7 69  
 21 84

64/

Deacon Elisha Hunt

D 1520

July 30

1823 To 11. 1/2 24. 25. 26. 27. 28. 29. 30.

72. 1/2 75. 76. 77. 78. 79. 80.

6 50  
3 50

contra

6=

1826

By his book and back to balance in full

1827

By Cash to Balance in full

6 50  
3 50

657

Daniel Doolittle

D

July 21

1822 19. 1/10. 20. 1/5. 21. 1/8. 22. 1/5. 23. 1/3. 24. 1/6. 25. 1/2.  
 26. 1/4. 32. 1/5. 31. 1/6. 33. 1/5. 21. 1/4.

7 51  
 3 84  
 21 35

1825

contra

6

Nov 30 By Book of  
 18. Cash to Balance

5 63  
 5 72  
 11 35



66/

Riley Battle

D

August 7<sup>th</sup>

1722 19. 25-22. 1/26. 23. 1/27. 25. 1/28. 26. 1/29. 27. 1/30.  
 28. 5/24. 29. 1/27. 30. 1/28. 1/29. 1/30. 1/31. 1/32. 1/33. 1/34. 1/35.  
 1/36. 1/37. 1/38. 1/39. 1/40.

14 125

23 73

1 92

39 77

1825

contra

6

Dec

3 Day for Bill made  
 my note

5 00

34 77

39 77



67

Erna Papett

D-

Aug 5-84

1825-1826  
 19-1/57. 20-1/57. 21-1/57. 22-1/57. 23-1/57. 24-1/57. 25-1/57.  
 26-1/57. 27-1/57.

10 28

10 67  
 10 91

1825-

contra

6-

|     |   |  |       |
|-----|---|--|-------|
| Dec | 3 | By a receipt from date Jan 20 <sup>th</sup> 1825 | 9 91  |
| "   | " | Book of  | " 20  |
| "   | " | By Cash to Balance                               | 80    |
|     |   |  | 10 91 |

68/

Alanson Tuttle

5

Aug 11<sup>th</sup>

1822 20./42. 23./47. 25./47. 67. 1./75. 150. 76./35

3.37

contra

6

69

Yrs Nancy Hibbey

Dr

Aug 11<sup>th</sup>

1822 to 20.1/37. 21.1/37. 22.1/37.

£ 3 76

contra

6<sup>th</sup>

1828

Aug 15<sup>th</sup> By her account in full

£ 3 76

5.24  
 3.76  
 1.48



70

Esq Joseph Gilbert

D

Aug 18

1828 20. 21. 22. 23. 24. 25. 26. 27.

4 77

contra

6



71

Exp Receipt Perpoint

D

Aug 1st

1822-23 21. 1/2. 23. 2/57. 23. 1/2. 37. 1/2.

4 26

Contra

6

Exp Receipt Perpoint

4 26

73

China Mix

L

1825

contra

t

aug. 25<sup>th</sup>

1822 20 22-47. 23-36. 47-1/25-57. 2/25-75. 1/25-76. 182.

6 6

By Bill Rind

5 58



78

*John Johnson*

D

Aug 1821

1122 20 22/24 357 9/67 36.2/09 117 2/12 38 1/84

10 61

1825

*contra*

8

Dec 31 By Bill Rima  
Cash

6 80

3 87

10 61

74)

*Sept Warner*

*Dr*

*Sept 24*

*1822 Dec 24. 1/92. 25/92. 26/92. 27/92.*

*contra*

*Cr*



75/

Labor Munson

95

Sept 1-18

1822

25. 25. 25. 1/10. 27. 67. 29. 4/22. 30. 3/29. 32. 3/68. 33. 6/60  
 34. 4/02. 35. 1/42. 36. 4/12. 38. 1/17. 39. 7/5. 40. 7/5. 43. 1/20  
 45. 84. 48. 4/2. 49. 1/20. 50. 7/5. 53. 1/6. 57. 1/20. 66. 3/58. 67. 4/17  
 68. 3/55. 69. 4/25. 70. 4/2. 87. 9/1.

17 06  
 11 37  
 13 77  
 23

Contra

6

76

Ina Woolcott

D

Sept 25

1892 20 25-50-37-41-50-56-74-39-27-40-110-157-111-159-122-146-122-137-  
 145-144-52-2400-53-718-52-144-52-144-  
 35-142-57-242-58-144-  
 To 5 Cents

14 44  
 14 45  
 6 18  
 35 07

May 25

By Cash 16 dollars  
 1825  
 Nov 17 1823 2344s Carpeting @ 1/75 etc  
 28 Cash to Balance

16 27  
 17 25  
 1 82  
 35 07



77/

Edad Woolcott

Q

Sept 7th

N22

25-4/67, 26-1/50, 27-1/50, 29-1/50

1.7.5

contra

6-

By Receipt Rend given by John R

7.67

78

Jesse Cooper

Sept 11

1822 Da 26 - 2/11. 34/84. 55/75. 91. 9/75.

Dr

1826

contra

6

\$ 12 84

July 9 By ~~Apple~~ u full

\$ 12 84



79/

Charles Humiston

D

Sept 12<sup>th</sup>

1822

27. 4/57. 28. 2/25. 29. 3/57. 30. 2/42. 31. 2/57. 32. 3/57.  
 33. 4/25. 34. 2/57. 35. 2/42. 36. 2/57. 37. 3/57. 38. 2/57. 39. 2/57.  
 40. 3/57. 41. 2/57. 42. 3/57. 43. 2/57. 44. 3/57. 45. 2/57.

19 28  
 17 01  
 11 78

contra

108  
 46  
 467

56.81  
6.11  
5.70  
5.70  
6.21  
3.21  
9.41  
19.41  
32.39

*D*

1822-30 29.4/09.30.3/10.31.2/25.32.1/12.33.1/17.34.2/17.35.1/12  
36.1/14.37.1/25.38.1/75.39.1/11  
3 visits omitted

|    |    |
|----|----|
| 5  | 52 |
| 5  | 09 |
| 2  | 25 |
| 22 | 86 |

Contra

6<sup>th</sup>

Dec 19 By receipt from  
" " By Cash  
" " By note to Balance by Chapel Payford

|    |    |
|----|----|
| 12 | 67 |
| 3  | 32 |
| 4  | 87 |
| 23 | 86 |

811

Rogers

D

Sept 1892

1892-90 30/1/92-31/12/92 92-9/92

3 57

Contra

6



82/

Sterling Bradley

D

Sept 27

1822 D. A. 21. 2/47. See 1st Page

M<sup>rs</sup> Sarah Cooper

Sept 27

1822 D. A. 31. 7/2. 32. 75.

D

June 1 67

contra

6

1824

contra

March

Nov 28

Pay Weaving 19 1/2 lbs Table Linen

Cash

6

1 58

1 67

83

Capt Ambrose Tuttle

Dr

Oct-3<sup>rd</sup>

1822 A.D. 32. 1/34.

#1. 34

Contra

Cr

1823

Jan 31<sup>st</sup>

By bank in full

#1 34

84

John Perkins

D

1826

contra

6

1827

Da 33. 1/55. 34. 1/42. 81. 2/5. 82. 1/4. 83. 7/75

\$ 15 83

1827

By Bill Rand

By State to Balance

|    |    |
|----|----|
| 3  | 00 |
| 12 | 83 |
| 15 | 83 |



| Said Ives |                                | D <sup>r</sup> |            | 1825  | contra         | C <sup>d</sup> |           |
|-----------|--------------------------------|----------------|------------|-------|----------------|----------------|-----------|
| Oct-15    | 1822 Pa 33-1/2 76-1/5          |                | 1792       | Dec 2 | By his Bill    | 1              | 06        |
|           | Inoculating 3 Children omitted |                | 25         | "     | Cash to Balena | 1              | 61        |
|           |                                |                | <u>267</u> |       |                | <u>2</u>       | <u>67</u> |



86

Y<sup>rs</sup> Mary Eaton

D

October 11

1822

33. 1/13. 32. 1/17. 36. 1/17. 40. 1/15. 56. 1/25. 71. 1/35. 75. 1/1.  
83. 2/1. 88. 3/1. 89. 3/1. 90. 1/1.

8 00

11 00

contra

6

1824

9th

By her etc  
By Cash in full

2 00

17 00

49 00

87/

Rev. E. B. Coleman

D

1821

contra

6-

Oct 19

1822 20 32 1/2 34 39 25 40 1/2 51 1/2 52 1/2 58 1/2

2 26

Nov 22

By Billinda  
Cash to Balema

2 08

23

2 26

88/

Levi Bradley

D<sup>n</sup>

Oct-20<sup>th</sup>

1822

31. / 42. 33. / 42. 37. / 42. 38. / 55. 39. / 64. 42. / 64. 43. / 69. 44. / 42.  
45. / 64. 46. / 42. 48. / 42. 50. / 01. 51. / 42. 52. / 42.

5 00

4 30

Cont'd

6<sup>th</sup>



89/

Allen Gaylord

Dr

Oct 25\*

1822 26-36. / 25. 34. / 37. 37. / 42. 36. / 45. 91. / 100.

to 09

1822

Contra

Cr

Nov 30 Pay back for last disburse from E Dickman

1 30



90/

Sol Dornian

D

Oct 25

1822 22.34. 1/25 = 47.9/100

90. 45 15/

4 25  
15 00

August 1823

By cash to balance in full

4 25

91/

Joseph Dorman

D

1822

36. 3/4. 37. 1/18. 38. 1/5. 41. 1/17.

6 26

Merit Dorman

1822

41. 1/5. 42. 1/17.

D

1 35

Contra

6

Contra

May 17 Day Cash & Balance

6

1 15





93/

Lige Alling

D<sup>r</sup>

1822

LA. 20. 1/62. 41. 1/50.

\$ 2 12<sup>1</sup>/<sub>2</sub>

contra

6<sup>1</sup>/<sub>2</sub>

1822

03y cash to balance in full

\$ 2 12<sup>1</sup>/<sub>2</sub>



941

John Pardee

D

1826

contra

L

Nov 21

1822 20-1/10-79-2/22-20-1/25

5/09

April 21 By Bill 3.25 Cash 184

5/09

46/

Jarin Wooden

D

Jan 28<sup>th</sup>

1823

24 10/31

24

Centra

6

96/

Roswell Todd

D

Debit

1822 Dec. 43. 1/84. 44. 1/36. 45. 1/37. 49. 3/84.  
 1824 87. 1/5. 88. 1/25. 91. 3/.

7 77  
 5 11

Contra

b=

May 9th

1823 By his note to balance in full  
 1824 By his Book in full

7 77  
 5 00



97

Sackett Blakistee

D

Decemb 1822

1822 - 42. 43. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

\$ 16.36  
\$ 3.09

Contra

S

May 1823

By Cash to balance in full

\$ 14.36

1823

Dec 1

By his Bill

" 50

" "

Cash

2.59

\$ 3.09



98/

Capt Amos Dickerman

D

Decem-18

1822

Dec-18 43- 45- 46- 47- 48- 49- 50- 51- 52- 53- 54- 55- 56- 57- 58- 59- 60- 61- 62- 63- 64- 65- 66- 67- 68- 69- 70- 71- 72- 73- 74- 75- 76- 77- 78- 79- 80- 81- 82- 83- 84- 85- 86- 87- 88- 89- 90- 91- 92- 93- 94- 95- 96- 97- 98- 99- 100-

5-18

contra

6

99/

Joel Hough

D

Decemb  
1822

1822 D. 43. / 92. 44. 2/41. 45. 3/46. / 75. 64. / 67. 47. 2/49. 67. / 75. 8. 87

1822  
August 9th

Contra

6

By his Book p 3-47. By Cash to balance 1/5-20.

8. 87

100/

Austin Munson

Dr

Dec 1892

1892 Da 44.3/10.45-34.91.38-

3 72)

Contra

6-

Austin Munson

J. Thomas J. Cornwell

Professional Service &amp; Medicine \$1.47



101

Fowler Goodyear

Dr

1825

contra

Cr

December

28<sup>th</sup>

1825 La. 45-1/50, 46-2/6, 47-2/60, 69-1/34, 70-4/25, 91-1/50

12 86

Nov 30

By his Bill

Cash to Balance

12 86

56

12 86



102

Amos Thompson

D

Dec 21<sup>st</sup>

1892 DA. 45.50.

50

contra

C

103/

Esq. Amasa Bradley

D-

Aug 5<sup>th</sup>

1823 To a 46.11/25.47.11/34.46.11/42.49.11/25.

\$ 4.26

contra

6<sup>th</sup>

By Cash to balance -  
Dec 5 By 60.00 to balance

\$ 2.71  
\$ 5.64

Aliens

1822 July 26<sup>th</sup>

Seymour Todd Page No. 25-

Endorse "187/17. 74-150-76. 4/25. 77-150-80. 8/25"

Burton Park 19./57. 20./25. 31./67.

Thompson 27<sup>th</sup> 2/00 Transferred to page 38-

Wm Perkins 29/12 paid

Wasylic B. Cakes 34 n/25.

Brachite & Kauer 35-4/17.

John. S. Tucker — 36. 1/00 86. 3/

Eymon accu 36.11/92. 47.1/1670

Luther English 37. 2/50..

Benj. Brown 39. 2/00

Boeing Smith 39.17 90.61

David Long 21.11/17

Meriman 42.1/50

John Anthony Black 44-3/1011

Samuel Smith Jr 45-1/19..

Wooden Lib. 1/8. 47. 1/10. 48. 1/4. 49. 1/75.

|    |     |        |
|----|-----|--------|
| He | Can | 48.58" |
| He | 1   | 1      |

Wk. Munson 49.134n

Re Saml Cooper 50 "3/4"

Site: Waterman St. 4/75

No black New Haven 52-2/50.

Mabel Gilbert 53/42-55-42 Accoinoff 1156 Sittler

2. The Smith Collection 57-450, 53-1300, 54-3400, 81-5125, 82-241-84, 10/20-26, 6/28-6/30/57-7.

Pennet B. H. L. Shapins 50-2/50 Paid 7-4 7-4 7-4 2 3

John Smith by Cash \$3.00 paid to JAC - July 1825  
John Smith by Note Balance due July 28 \$48.75



*10/10 Paid*

July 80-2/75-71/50.

*Stephen Doolittle*

Lucy Maudslayi 83-5/-85-8/1/-47-4-89-4/75-73-2/8-75-1/92-91-1/- \$29.92

From Boulder, 4/11/17, Dec 27

11/150 - 11/100

Edgar Warner 84-1142-81-41

1. Shrub 25 3/4

Florida Cacton 86-184-

[illegible]

Lyman Thompson 86 4/4 Paid

~~Wm. Bishop 87-150 Paid~~

Chas. F. Schickel 87-7-<sup>72</sup>/<sub>17</sub> By Belen July 28-7

Linn. & Schlegel 87-24 88-125-89-125 90-425-1818. No. 1

Varied Strigatus 87-12/50 - back 1/11-93 back 57 anti 12/50

Abahl Dr Kuman 87. 6/50.  
P h e l p s

Rumpf Dick 47-21-93-1/80 Jan  
C. B. 24

James Watt 87. 3/4  
Wright's Patent 87. 3/4

Daniel Dorman Jr. 4/11

John Johnson



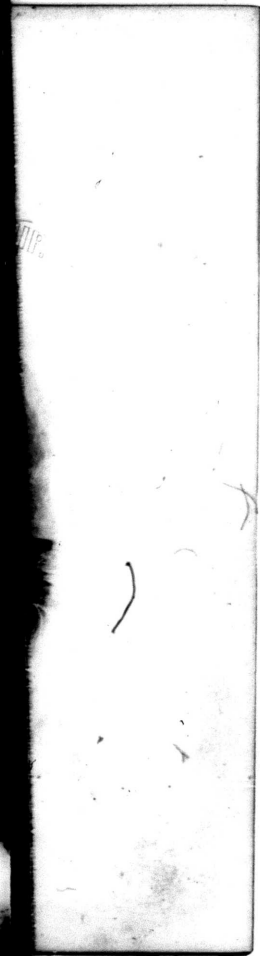
[illegible]

Collection THE PAPERS OF

ANDREW HULL FOOTE

~~Series and/or~~ Container 25

Shelf/Accession No. \_\_\_\_\_





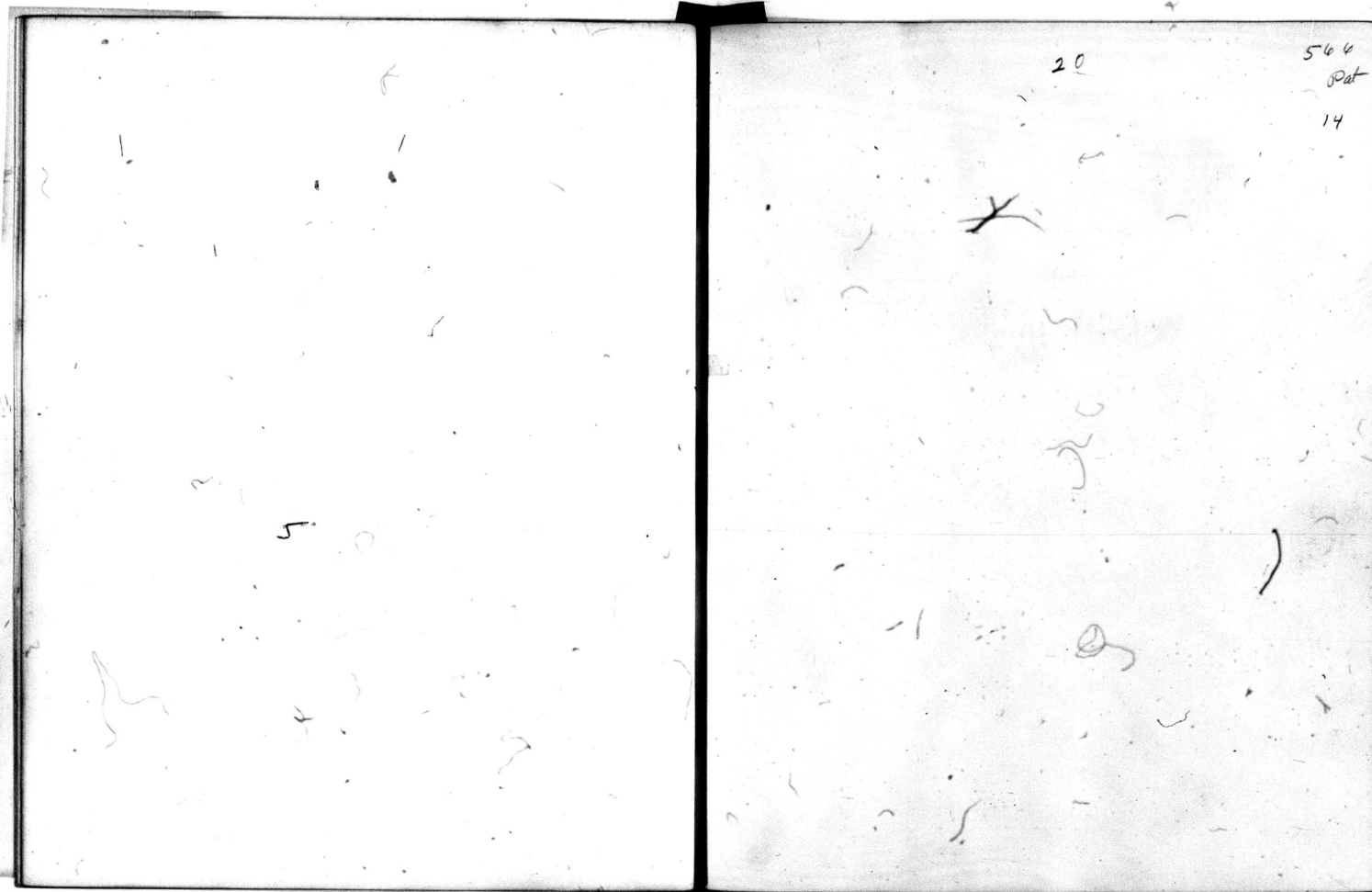
THE GRIEK.

WREATH OF FRIENDSHIP.



NEW YORK  
PUBLISHED BY LEAVITT & ALLEN





"Nulla vestigia retrorsum"

Latin translated

No footsteps backward

Adm. P. 1863

Attesting  
Read Admiral  
&  
Commdt Navy Yard  
New York



THE DEPARTURE.



While wishing with other friends,  
that you may pass through life untrou-  
bled with sickness and fears -  
remember that success and position  
are only attained by continuance of  
fort and much self denial

W. H. Foote

Rear Admiral

U. S. Navy

New Haven

June 7/03

"Please be around thee, whenever thou rovest;  
May life be for thee our summer's day,  
And all that thou wishest, and all that thou lovest,  
Come smiling around thy sunny way;  
If sorrow over this calm should break,  
May even thy tears pass off so lightly,  
Like spring-showers they'll only wake  
The smiles that follow shine more brightly."

May Time who sheds his light o'er all,  
And daily dooms some joys to death,  
O'er ~~the~~ let years so gently fall,  
They shall not crush one flower beneath  
As haly in shade and haly in sun  
This world along its path advances,  
May that side the Sun's repose  
Be all that e'er shall meet thy gaze!"

M. R. W. M.

April, 1863

X  
With many wishes for  
your future success.  
I have the honor to be  
Yours &c

J. D. Sampson

Lieut. U.S. Army

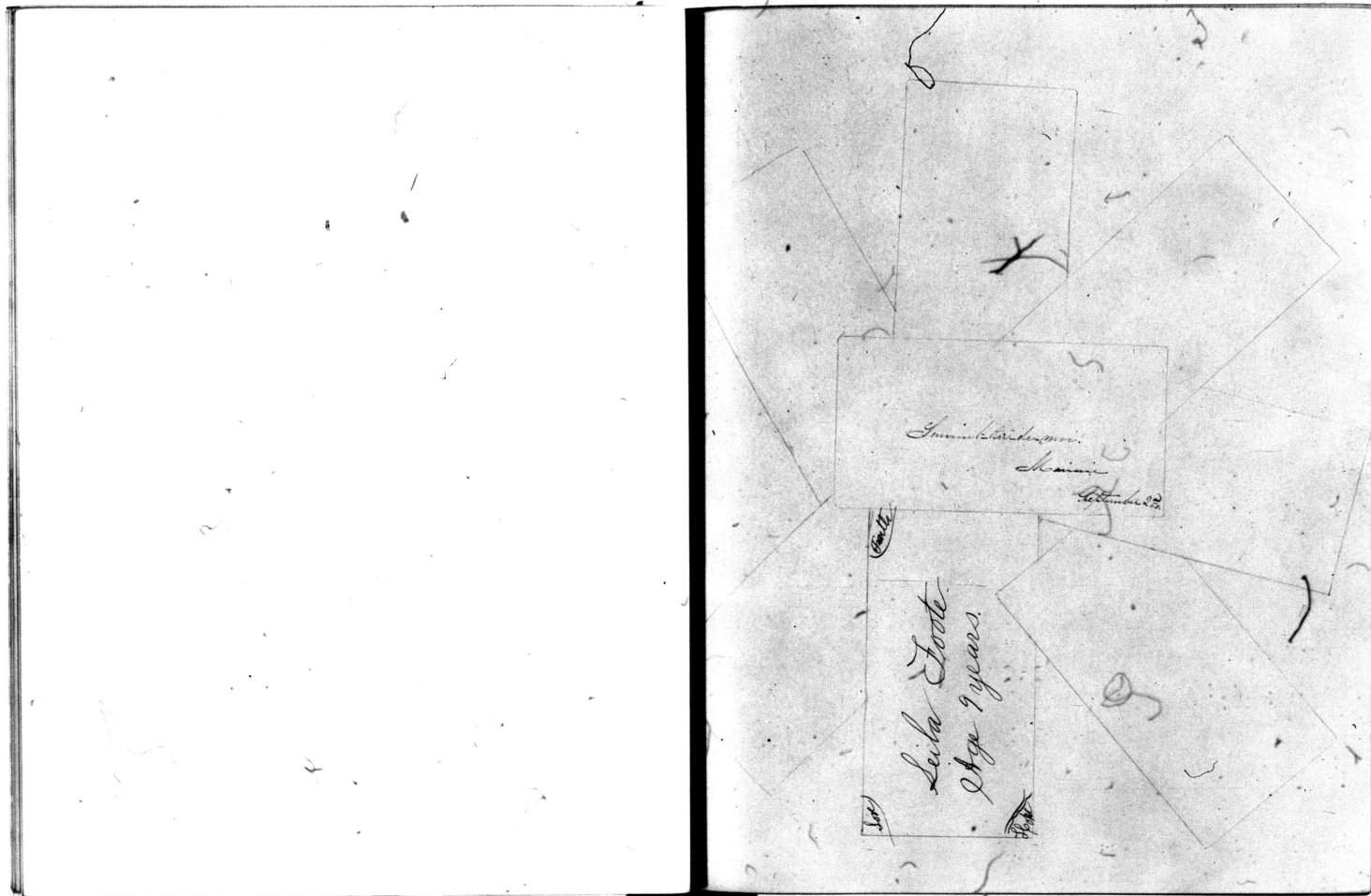
April 24<sup>th</sup> 1884

X  
"On memory's page, may I have  
A lonely heart kept  
Of all the names recorded there.  
May mine not be forgot"

Sept 22<sup>nd</sup> 1868.

Thos. Francis  
Jennie Goodbridge.





*A place in the memory*  
*of your friend*  
*John*

*April 22<sup>nd</sup> / 1901.*



Never give up the ship;  
But with the danger cope.  
Stave to the end.

Fate may befriend;  
While there is life there's Hope."

Yours Truly

G. J. M.

Dear Papa

When on this page you  
change to look just think of  
me and close this book

your loving daughter

Sila Foote

Age 9 years.

1890

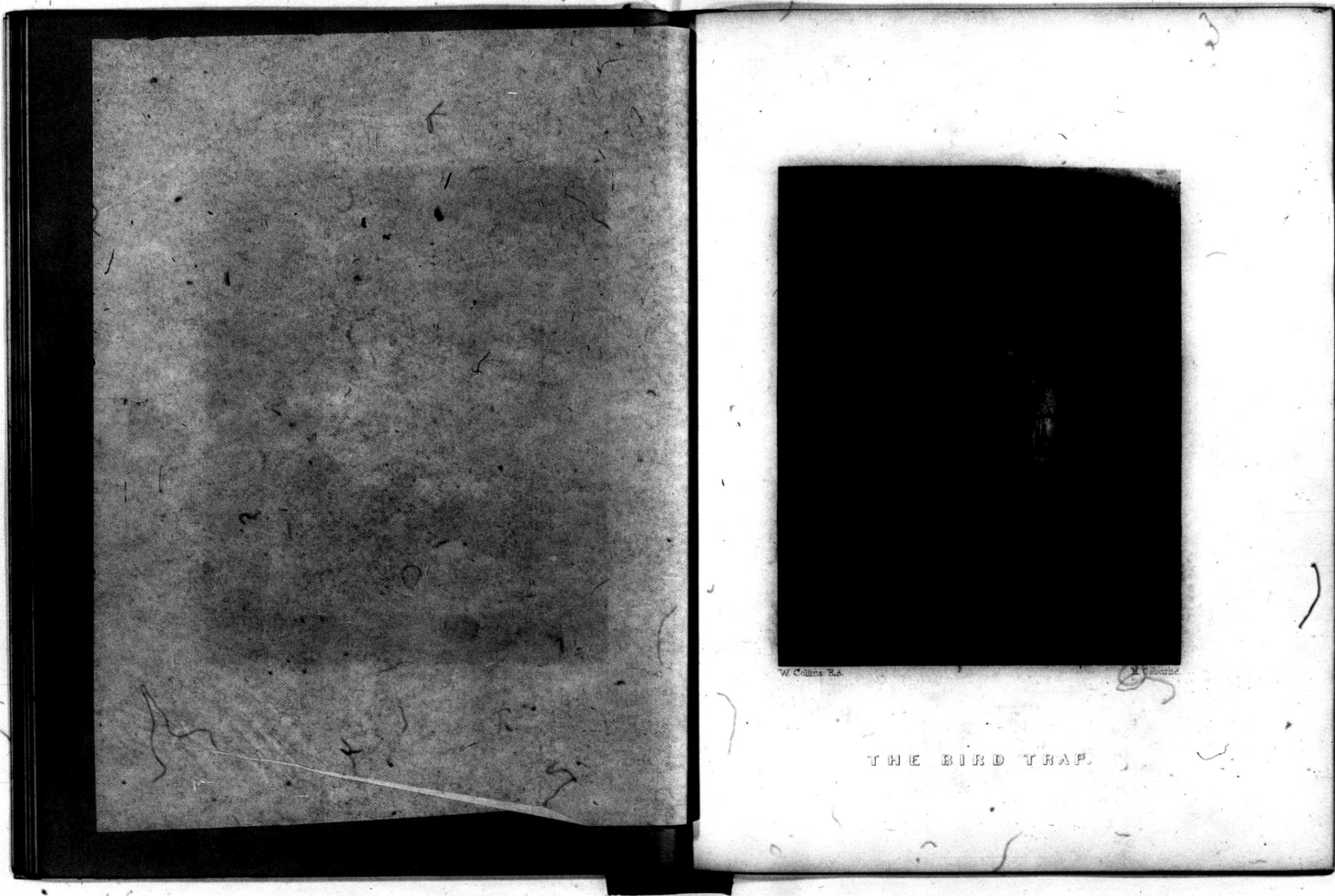
Feb. 25<sup>th</sup> 1890.  
Washington.  
D.C.



"So lie, that when thy summons comes to join  
The innumerable caravan, that moves  
To that mysterious realm, where each shall take  
His chamber in the silent halls of death,  
Thou go not like the quary slave at night,  
Scourged to his dungeon, but sustained and soothed  
By an unfaltering trust, approach thy grave,  
Like one who wraps the drapery of his soul  
About him, and lies down to pleasant dreams."

"Reading maketh a full man, conference a ready man, and  
writing an exact man; and, therefore, if a man with little  
he had need have a great memory; if he confer little, he  
had need have a present wit; and if he read little, he had  
need have much cunning, to seem to know that he doth not."

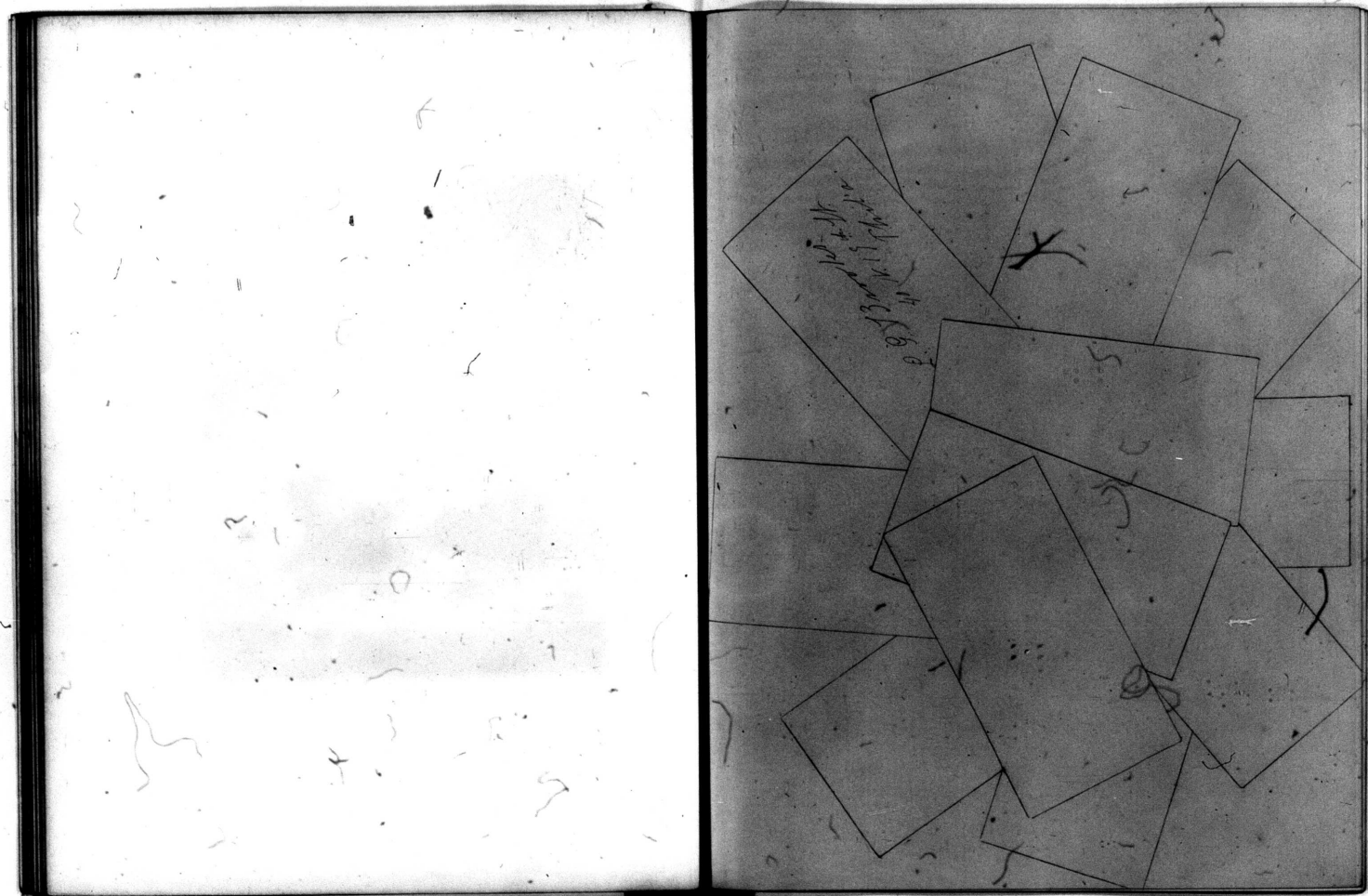
Edm  
May 4<sup>th</sup> New York Apr. 1863



W. Collins & Co.

Y. Taberner

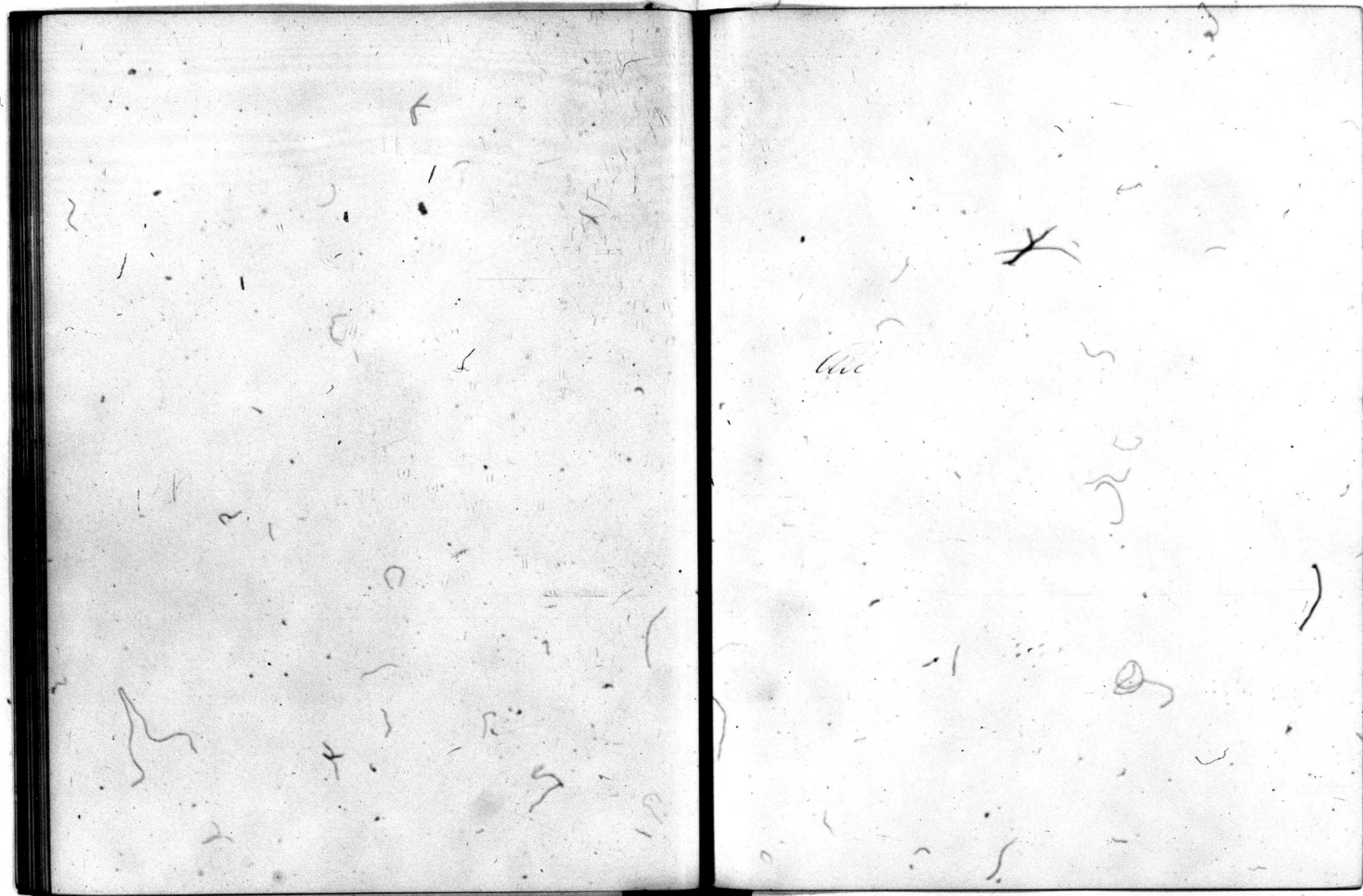
THE BIRD TRAP.



X  
May your whole life be as happy as your  
childhood promises & may no tear of sorrow ever  
dim your dark eyes. Brightness is the wish of  
Wm. Waller

Brooklyn April 22/63



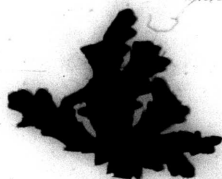


My dearest I have again I am far away, your thoughts will  
sometimes wander to the pleasant times we have had in Cheshire  
Spring Road and drive to the pond will all contain pleasant  
reminders of the days gone by. Sometimes you will give  
me a whole in your memory.

Believe me

your sincere friend  
Edwin

Edwin  
September 2nd 1853.





MODESTY AND VANITY.

Friend Felt

It is with pleasure  
that I add my name to the list  
already inscribed on the pages of your  
Album. I hope that you when you turn  
over in your mind the days you  
were a member of the Institute you will  
not forget the days when you were a  
boarder and the little controversies that  
took place between you Crosby and  
myself regarding Miss L. Crosby's "home".  
You really must sympathize with me  
when you know of my unlucky visit  
out of bounds to-night, and the strategic  
movements of General - by which I was  
surprised on the corner believing that you  
will do so. I remain your true friend

L. T. Platt.

"Gleaner's Shades"  
New Haven  
Conn

Waterbury Conn



The best wishes and love of  
Cousin Caroline

New Haven  
June 15<sup>th</sup> 1868.

*S. Augustus*

"There is an Album kept in Heaven  
The not at rest, until thy name  
is written there."

*A. C.*

*New York*  
*April 19<sup>th</sup> 1863.*

X  
Truly Yours  
Frederic Q. Hyde  
Norwich Conn.

Newport R. I.  
April 19<sup>th</sup> 1864

X  
Grapple with opportunity. And as  
you do not know when opportunity will happen,  
keep your grappling irons always ready.

Chas. W. Cram,  
August 15<sup>th</sup> 1866

Edw. P. A. Cornwall

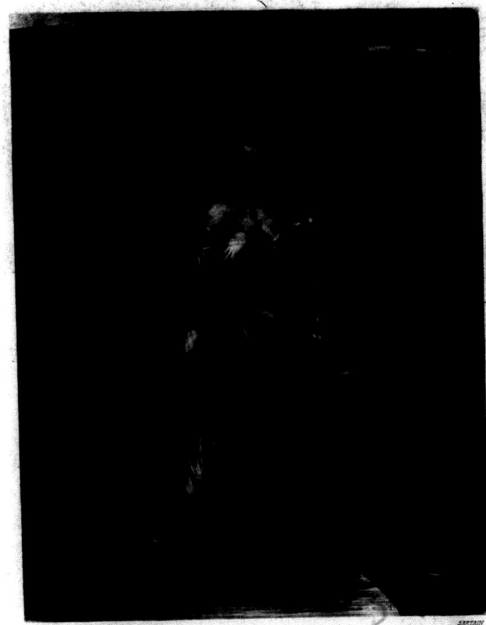
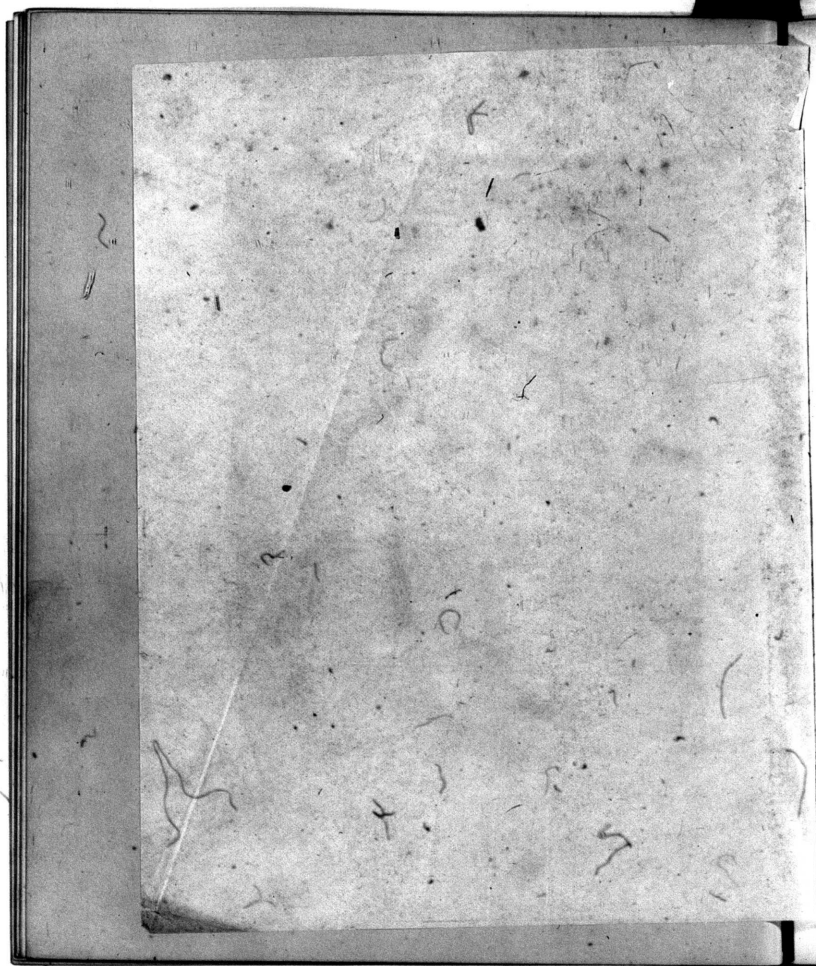


May all your hours be passed in love,  
May all your plans succeed,  
Be as happy as David,  
And you'll be blessed indeed.

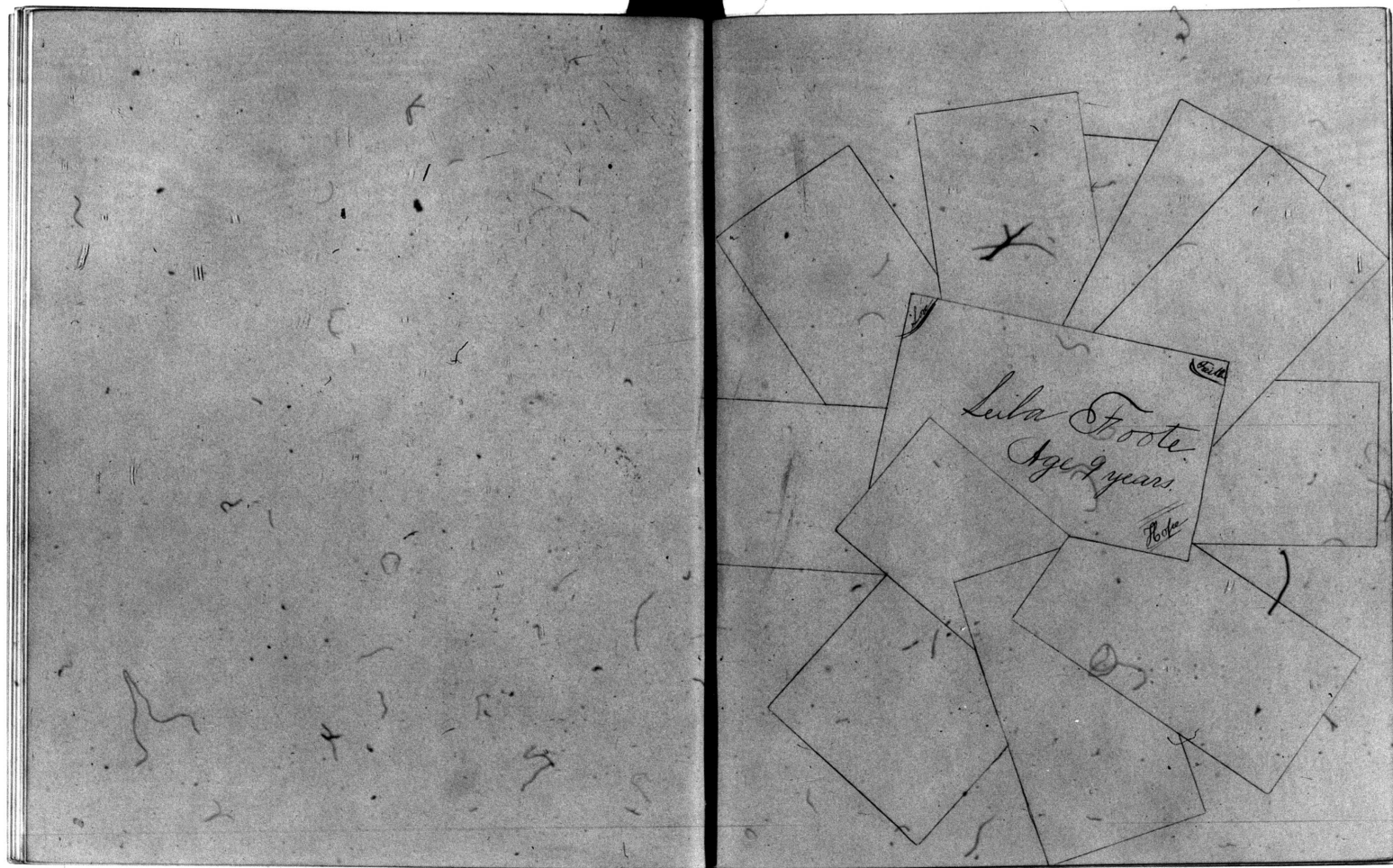
Your friend  
G. A.

April 22<sup>nd</sup> 1883.

Your friend  
J. M. Wilson. D. S. R.



*Fuller*





X  
To Augustus:  
"Life that shall send  
A challenge to its end,  
And when it comes, say,  
Welcome friend!"

New York April 22<sup>nd</sup> 63. Franklin G. Whitmore.

Friend John. Keep in mind the "Mississippi"  
Friend: "None or ~~most~~ and Big". Not according  
and you cannot fail of success.  
Constitution Your Friend  
Apr 4<sup>th</sup> 1867 Geo. Collins  
In C. W. H.

*Mei memento.*

*Frank Doughty.*

*New York.*

*May 12<sup>th</sup> 69.*

X

For Friends.

Thy allance is a garden spot,  
There all thy friends may grow;  
Where thorns and thistles flourish not,  
Where peace alone can grow.

I'll plant within this garden spot,  
My favorite flower Forget me not.

Yours friend,  
Frederic S. Wallis,  
New York City.

Wm. L.  
May 14, 1863.



Friend Scott.

It is with pleasure that I am allowed to inscribe my name in this Book, at one of your friends; hoping at the same time, that your life, will be a happy and successful one, and that you will try and follow in the footsteps of your illustrious Father. All that some times you will give me thought to.

Your Friend

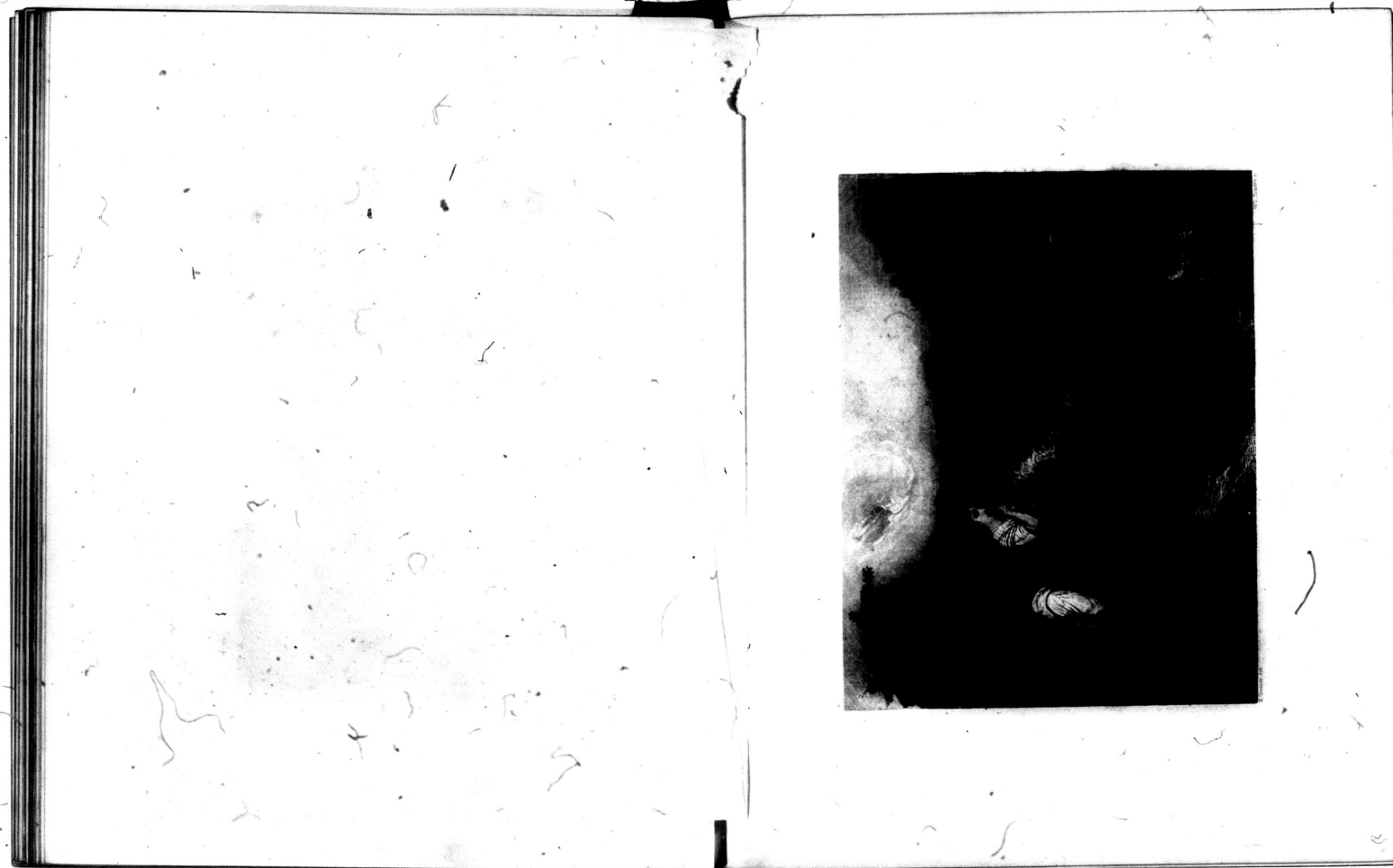
New Haven

May 14<sup>th</sup> 1863.

Will S. Ridgway

Columbus

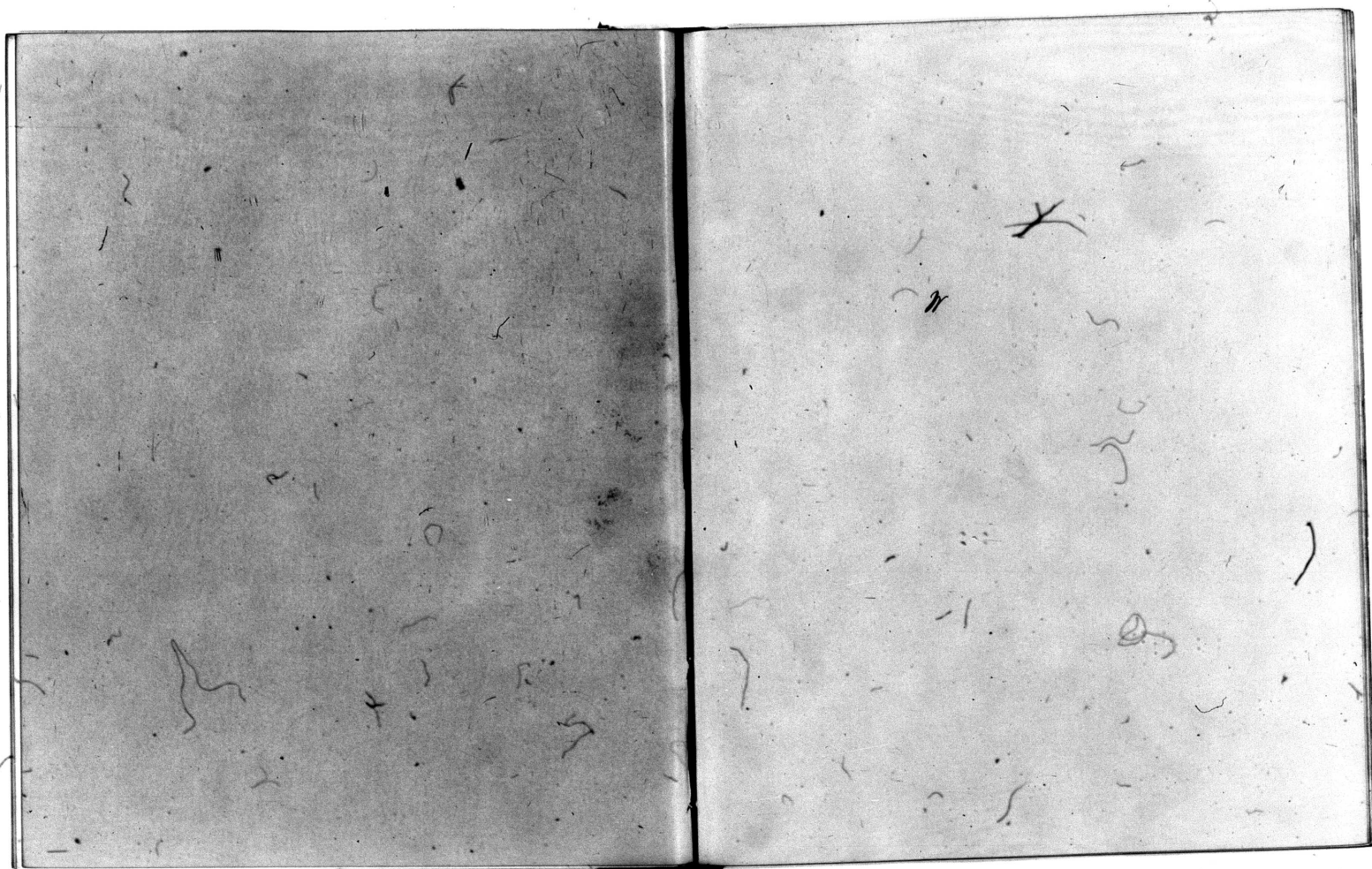
Ohio



X  
"By all means, use sometimes to be alone.  
Salute thyself; see what thy soul doth wear.  
Dare to look in thy chest, for his thine own,  
And tumble up and down what thou findest there."  
S. B. L.

Wm. C. Sumner  
U. S. A.  
Newport April 7/64





To Augustus

It is with great pleasure that I am  
allowed to express my sentiments but  
they are few. For nearly a year we have  
these friends ~~notwithstanding~~ to men  
spats we used to have about a certain  
young lady up town but it was  
all done in fun. Hoping that you  
will consider me as your friend.

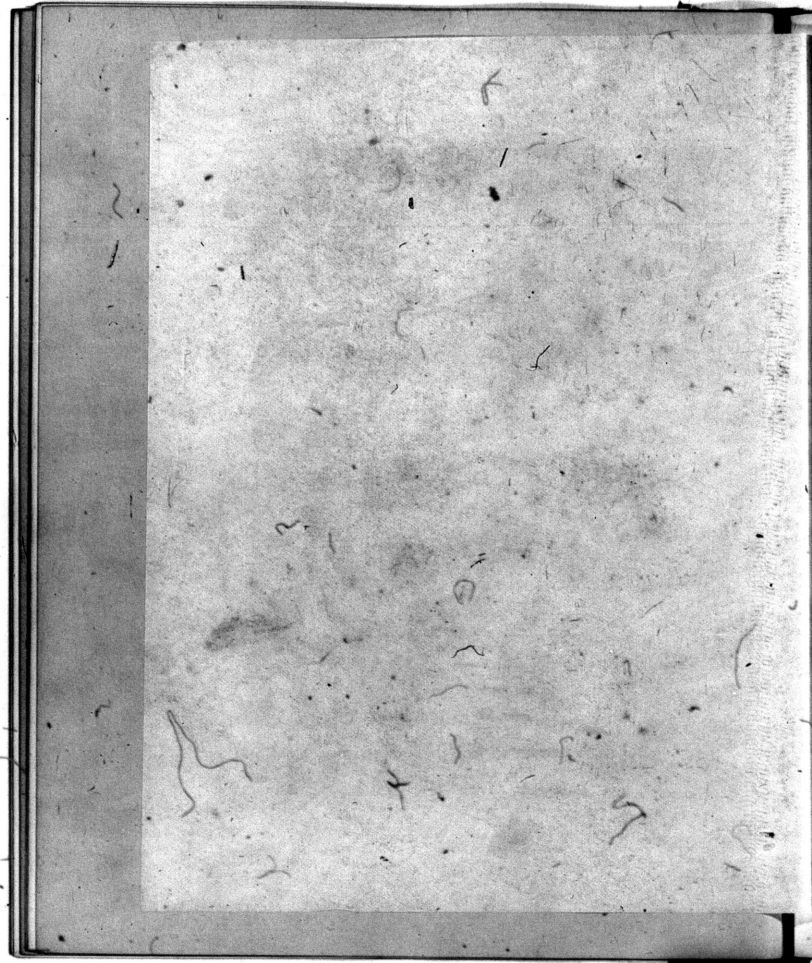
I subscribe myself

your friend

Frank. S. Wall

May 12<sup>th</sup> / 31

Yours Truly  
Albert Rose  
Lelawon  
Pinn<sup>d</sup>



CUTTENBERG MONUMENT AT WYVENCE.



X

Sept. 10. 1871. New York. N.Y.  
To the Hon. Commissioner of the  
Land Office, New York. N.Y.  
Dear Sir: I have the honor to acknowledge  
the receipt of your letter of the 10th inst.

Yours very truly,  
John W. C. Schuyler

Enclosure

Per J. W. C. Schuyler

X  
William Hall  
New York

Dear Foote ~~X~~  
You request me to write "something  
long" in your album. Would you judge my friend-  
ship by the length of the article I pen? I might  
grant your request, were I able; but I of too night  
now know, I am not McDowell's brother.

Hoping that you may be a man-  
nour the less honored than your illustrious and  
patriotic father, allow me to subscribe myself

Yours most sincerely

James Sanger

Wilmington, N.C.

P. C. L.

May 15<sup>th</sup> 1863

X  
"Who lives alone,  
On God's own word doth rest;  
His path is bright  
With heavenly light,  
His lot among the blest."

Mary D. Hopkin)

New Haven. Tuesday evening -  
Sept 22<sup>d</sup> 1863.





Harlan, Ill.

W.L. Ormiston, Ill.

*The Palisade.*  
*Eng'd for the Work.*

Pleasant Associations.

Bingy F. Delano.

Constructor

April 21<sup>st</sup> 1863

W. F. Pickings.

Lieut. U. S. Army.

Newport, R. I.

April 7<sup>th</sup> 1864



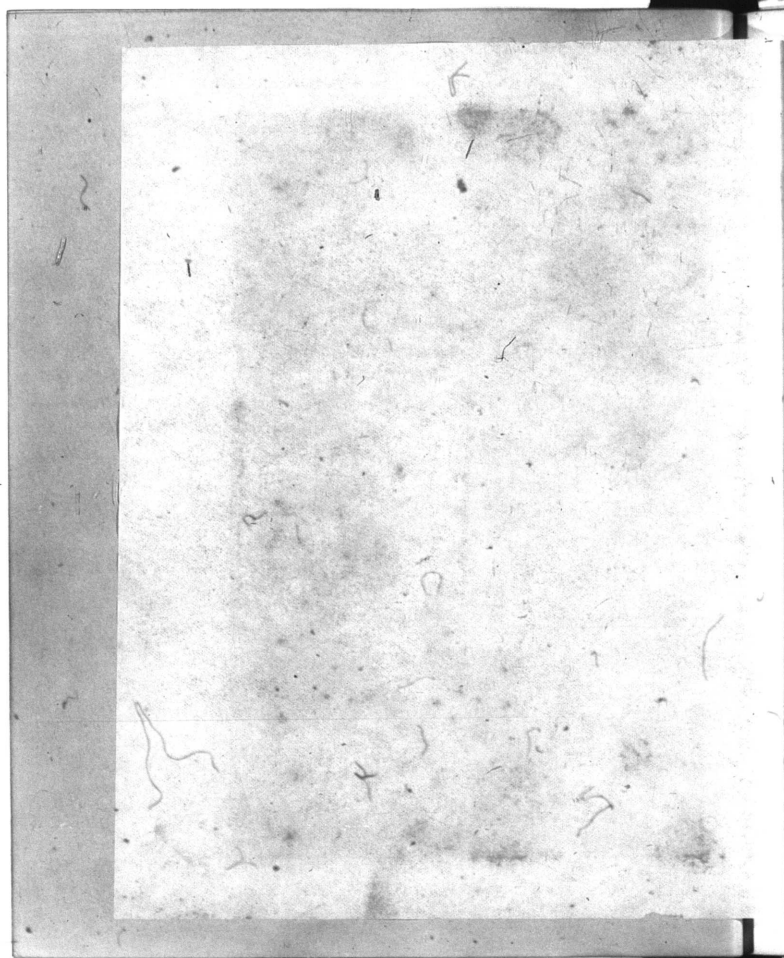


X

Very truly Your friend  
H. Portland.  
Concord.  
N. H.  
April 7<sup>th</sup> 1864.

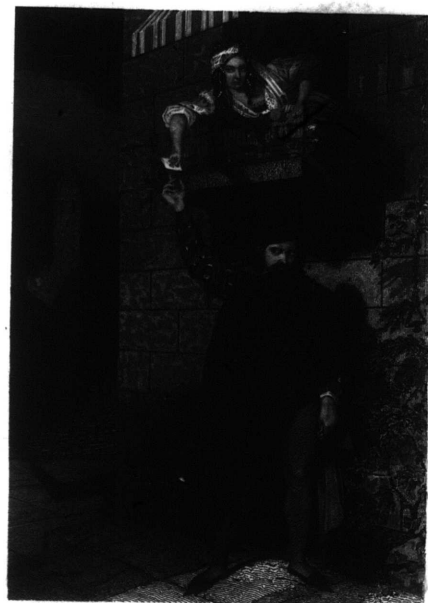
Cheshire, August 13-1866

X R. P. Holcomb



Yours Truly  
James Holmes  
Apr. 8<sup>th</sup> 1864  
U. S. Constitution Allentown  
New-Jersey.





Friend Fort.

That you may succeed, in all your  
undertakings during this life is the  
earnest wish of your friend.

J. C. Hull.

Third. N. S. N.

U. S. Naval Academy.

April 4<sup>th</sup> 1864.

Remember me, & the  
class of '64.

Richard Buck  
U.S.N.

Naval Academy  
April 5th 1864.

X  
All good go with thee!

L. P. Burkh

Cheshire July 28<sup>th</sup> / 66



With sincere wishes for your happiness  
I remain your friend

J. C. Norton

Cambridge

June 1861

Dear Fote

Trusting that we may meet  
often again,

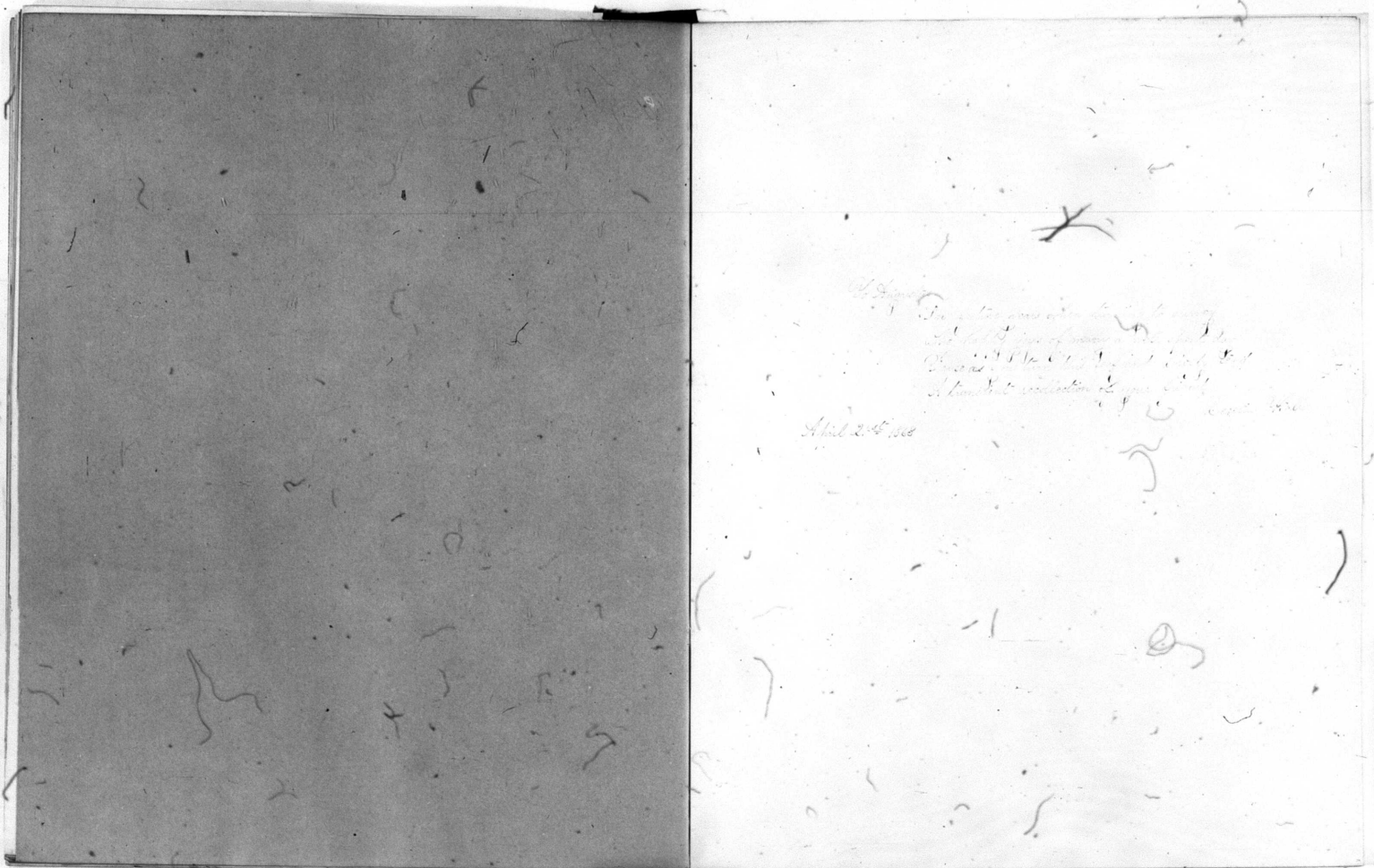
I am yours; F. W. Stearns Jr. W. S. S.

Erie Pa. April 7<sup>th</sup> 1864.

In after years when memory  
shall bring thy friends to mind  
may I be among the number to  
be remembered kindly  
Very truly  
M. E. M.

April 1863.





*The letter was written to the  
the last of the year of 1850  
the first of the year of 1851  
the first of the year of 1852  
the first of the year of 1853*

*April 2nd 1850*